Par. 8.2.1.1.52
836

Volume I

No. 1 — 21

Monday
9th June, 1952

सत्यमेव जयते

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I - Questions and Answers)

CONTENTS

Members Sworn [Cols. 2—18].

PARLIAMENT SECRETARIAT
NEW DELHI

Price Six Annas (Inland)
Price Two Shillings (Foreign)

THE
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)
OFFICIAL REPORT

Acc. No. 25019
Dated 18.12.2014

HOUSE OF THE PEOPLE

Monday, 9th June, 1952

The House met at a Quarter Past Eight of the Clock.

[MR. SPEAKER *in the Chair*]

MEMBER SWORN

Shrimati Vijaya Lakshmi Pandit [Lucknow District (Central)].

ORAL ANSWERS TO QUESTIONS

COCOANUT PRICES

*574. **Shri Velayudhan:** Will the Minister of **Commerce and Industry** be pleased to state what action Government took to see that the price of coconut does not fall further?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): Government could take no action since the fall in the price of coconut was a part of the general fall in prices, the causes of which were beyond our control.

Shri Velayudhan: May I know whether the price of coconut began to fall considerably after allowing imports of coconut and coconut oil from Ceylon and Malaya into India freely?

Shri Karmarkar: No, Sir.

Shri Velayudhan: May I know what quantity of coconut and coconut oil was imported into India from Ceylon and Malaya after the bilateral agreement entered into with these countries in the matter of the import of coconut and coconut oil?

Shri Karmarkar: In respect of the particular quantities imported from Ceylon and Malaya I should like to have notice.

Shri Punnoose: May I know the price of coconut and coconut oil during the last four years?

Shri Karmarkar: I shall oblige the hon. Member for two years. The price of coconut oil (Cochin), as compared with the pre-war price of Rs. 63-9, was Rs. 616-9 in April 1950 and Rs. 413 in May 1952. In between these two dates the price has fallen.

Shri A. M. Thomas: May I know whether there has been a reduction both in the import duty as well as the tariff duty on copra?

Shri Karmarkar: I suppose tariff duty and import duty are the same, and there has been a reduction recently.

Shri P. T. Chacko: May I know whether the Government consulted the Coconut Committee before changing the former policy regarding imports?

Shri Karmarkar: I am not sure, Sir.

Shri Nambiar: In view of the fact that this fall has created a serious situation among the growers, may I know whether Government propose to reconsider this question of tariff?

Mr. Speaker: He is making a suggestion.

Shri Pocker Saheb: May I know whether Government has considered the advisability of restoring the import duty on copra?

Mr. Speaker: Order, order. That is also a suggestion.

Shri Velayudhan: May I know whether the soap manufacturers of India were demanding a lowering down of the duty on copra from Ceylon?

Shri Karmarkar: Yes, Sir. They did urge for that with a view to lowering prices.

PRODUCTION OF METALLURGICAL COAL

*575. **Shri Velayudhan:** Will the Minister of **Production** be pleased to

state whether the Railway Collieries are producing metallurgical coal with the result that lower grade coal production has been reduced?

The Minister of Production (Shri K. C. Reddy): The railway collieries do produce metallurgical coal but the production of lower grade coal has not fallen on that account.

Shri Velayudhan: May I know whether the coal merchants of Bihar have represented to the Government of India that the production of this metallurgical coal has affected the cost of the other coal?

Shri K. C. Reddy: So far as I am aware, that Association has not represented to that effect. But they have made some representations mentioning their grievances with regard to making available to them siding facilities for the transport of their coal.

Shri Velayudhan: May I know whether the production cost of the lower grade coal is lesser than that of the other one?

Shri K. C. Reddy: I want notice of that question.

COTTON (EXPORT)

*576. **Dr. Ram Subhag Singh:** Will the Minister of **Commerce and Industry** be pleased to state the quantity of cotton exported from this country during the latter half of the year 1951-52?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): 2.430 bales of 400 lbs.

Dr. Ram Subhag Singh: Has this cotton export of the latter part of 1951-52 exceeded the export figure of the first half of that year?

Shri Karmarkar: No, Sir.

Dr. Ram Subhag Singh: Has it come to the notice of Government that some of the Indian mills are not buying Indian cotton?

Shri Karmarkar: That was true two months back, but now Indian mills are buying a lot of Indian cotton.

Dr. Ram Subhag Singh: Do Government propose to reduce the import of cotton?

Shri Karmarkar: No. Sir. The idea is to stagger the imports. Already a specific quantity has come in according to our programme. We are extending the period of the licence with a view to staggering the imports.

Jonab Amjad Ali: Is it possible for the Government to give the quantity of short staple and long staple cotton exported from India, and particularly from the Garo Hills of Assam?

Shri Karmarkar: The total exports of raw cotton during 1951-52 came to 1,26,277 bales, and almost all of it is short staple cotton. We don't export any medium or long staple cotton.

Jonab Amjad Ali: Is it a fact that during the year under review the export of cotton from Garo Hills, Assam went down on account of high export duty?

Shri Karmarkar: I think the hon. Member is referring to what is known as Comilla cotton. I should like to have notice of that question.

Shri Punnoose: Are there cases of cotton mills closing down on the ground that they do not get cotton?

Shri Karmarkar: Not that I am aware of.

Shri Badshah Gupta: May I know if the cotton was exported because there was no demand for it in the country, and may I know to which country it was exported?

Shri Karmarkar: With regard to the latter part of the question I want notice. As regards the former part, we used to export only the unspinnable cotton, cotton that was not useful to us.

SALT (EXPORT TO PAKISTAN)

*577. **Dr. Ram Subhag Singh:** Will the Minister of **Commerce and Industry** be pleased to state the quantity of salt exported to East Pakistan since January, 1952?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): 3,94,235 maunds of salt was exported to East Pakistan during the period January—April 1952.

Dr. Ram Subhag Singh: May I know whether we import any kind of salt from Pakistan?

Shri Karmarkar: We used to, from West Pakistan. But now I think we are not importing anything.

Shri Nana Dass: Is it the policy of the Government to encourage salt production in our country?

Shri Karmarkar: Yes, Sir.

Shri R. N. Singh: May I know which salt was exported to Pakistan—whether it was Sambhar, Kharaghoda, Dhrangdhra salt or sea salt?

Shri Karmarkar: I should like to have notice as to what salt it was.

Shri Badshah Gupta: May I know if we produce the full quantity of salt required for the country?

Shri Karmarkar: Yes, Sir, a little more.

Shri Punnoose: May I know the quantity of salt produced in India state-wise?

Shri Karmarkar: Regarding the total produced. I gave the figure last week. Regarding state-wise figures I want notice.

DISPLACED PERSONS IN YOL CAMP

*578. **Shri Hukam Singh:** Will the Minister of **Rehabilitation** be pleased to state:

(a) the number of displaced persons in Yol Camp as on the 31st March, 1952;

(b) the number of inmates as on the 1st January, 1952; and

(c) how those, who have been moved from the camp between these two dates, have been rehabilitated and where?

The Minister of Rehabilitation (Shri A. P. Jain): (a) 11,165.

(b) 13,659.

(c) 2,405 on land in Rajasthan, 58 in Premnagar Township at Dehra Dun and 31 left the Yol Camp of their own accord.

Shri Hukam Singh: Have any of these been sent to Bhopal as well?

Shri A. P. Jain: None of these but others.

Shri Hukam Singh: From which camp they were sent?

Shri A. P. Jain: They were sent from the Yol Camp to Bhopal.

Shri Hukam Singh: Is it a fact that when they reached the place they could not find water to drink even?

Shri A. P. Jain: All over Bhopal there is scarcity of water, but now arrangements are being made.

Shri Hukam Singh: Was the place first surveyed to see whether the people could get drinking water, let alone irrigation water?

Shri A. P. Jain: The whole of Bhopal has been surveyed but this year has been particularly exceptional. It was an extraordinary phenomenon that there was scarcity of water there.

Shri Hukam Singh: Where was this survey made which went to show that drinking water could be made available?

Shri A. P. Jain: For a long time it was an inhabited area and there was water, but this year owing to a short fall of rain, there was no water.

Shri Hem Raj: May I know whether they are being treated on the same footing as the refugees coming from West Pakistan?

Shri A. P. Jain: Yes. They are being treated on the same footing.

Shri Hem Raj: May I know whether their claims will be registered on the same basis?

Mr. Speaker: Order, order.

Shri A. P. Jain: The question of the registration of these claims does not arise because their properties have now become evacuee properties on either side.

MACHINE TOOLS (IMPORT)

*579. **Shri Hukam Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the value of Machine Tools (non-capital goods) imported by Established Importers and Actual Users (separately) during the year 1951-52; and

(b) the number of cases wherein licences to Actual Users were refused?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Separate figures for Established Importers and Actual Users are not available. Total value of certain Machine Tools, imported during the year 1951-52 was 179·48 lakhs.

(b) The total number of applications refused is 59. Separate figures in respect of Actual Users are not available. I should also like to add that the machine tools referred to in part (a) of the question are drilling, grinding, milling, planing and shaping machines and lathes.

Shri Hukam Singh: Were there any reasons why quotas for the actual users were refused?

Shri Karmarkar: The principal ground on which normally the applications for machine tools are refused is that similar types of machine tools could be supplied by Indian factories. Otherwise normally we pass on all applications for acceptance.

Shri Hukam Singh: Were quotas issued on the merits of each application or was there any quota system

involved and they were given according to that system?

Shri Karmarkar: With regard to importers that is the practice followed but regarding actual users we issue the quota on the merits of each application.

Shri Hukam Singh: Were the new comers also considered for this commodity?

Shri Karmarkar: No, Sir.

Shri Velayudhan: May I know whether the licenses are issued separately for the actual users apart from the established shippers?

Shri Karmarkar: Separate licenses are issued for each of them.

Shri Velayudhan: Then why this difficulty?

Mr. Speaker: Order, order, let us not argue the point.

Shri Jhunjhunwala: Are any qualifications prescribed which would entitle the actual users to get the licenses?

Shri Karmarkar: Actual users are those who are considered actually to use the thing. That is about all the limitation.

Shri Jhunjhunwala: Is there any condition imposed on actual users that such of those who emeloy 50 labourers would be regarded as actual users and they alone would be recommended?

Shri Karmarkar: My hon. friend obviously is referring to the future licensing system by which an actual user in order to qualify as such ought to have 50 labourers in his factory or concern.

Shri Jhunjhunwala: This was not the case before?

Shri Karmarkar: It was not before obviously.

Mr. Speaker: We will go to the next question.

PAKISTANI MUSLIMS ENTERING INDIA

*580. **Shri B. K. Das:** Will the Minister of **Rehabilitation** be pleased to state:

(a) whether infiltration of Pakistani Muslims into India has been reported during recent months;

(b) if so, whether their number has been ascertained;

(c) how many of them have been arrested; and

(d) what has been found to be the motive of their entry into India?

The Minister of Rehabilitation (Shri A. P. Jain): (a) Yes.

(b) It has not been possible to ascertain the actual number.

(c) About 700 persons have been arrested.

(d) The motive behind the infiltration is mainly to return to India for permanent resettlement. In a number of cases however, the motive is reported to be espionage, cattle lifting, smuggling, and disposal of property.

Shri B. K. Das: Did all these persons evade the permits that are being issued by the Pakistan Government?

Shri A. P. Jain: Permits to India are issued by the Indian authorities and everyone of these persons have evaded the permit system.

Shri B. K. Das: To which provinces have they generally come?

Shri A. P. Jain: The provinces to which they have infiltrated are Rajasthan, Bombay, U.P., Punjab, Kutch The few provinces where they have not infiltrated are Manipur, Tripura, Bilaspur, Hyderabad, Travancore-Cochin, Ajmer, Orissa. In others the infiltration is in small numbers.

Shri B. K. Das: Has any action been taken against those who have given shelter to the people who have come with sinister motives?

Shri A. P. Jain: So far as I am aware, no action has been taken against them.

The Prime Minister (Shri Jawaharlal Nehru): Nor is it proposed to be taken. It is exceedingly improper to do that.

Shri B. Shiva Rao: Have any cases been brought to the notice of my hon. friend of infiltration through the Portuguese territory?

Shri A. P. Jain: Yes. There are reports that some infiltration has taken place through the Portuguese territory. There was also a report that they were going to establish a steamer service which may perhaps increase the infiltration, but we have no further information about it.

Shri Nambiar: What steps do the Government propose to take if these arrested persons are prepared to live here peacefully and whether they will be released in that case?

Mr. Speaker: Order, order. This is a hypothetical question.

Shri Gurupadaswamy: May I know whether the Government is aware that some of the Muslims who have infiltrated into India are carrying on espionage work on behalf of Pakistan?

Shri A. P. Jain: I have already answered that question.

MEDIUM AND COARSE CLOTH (PRICE)

*581. **Shri B. R. Bhagat:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the prices of medium and coarse varieties of cloth and yarn will be revised, and if so, when and how; and

(b) whether the practice of quarterly review of cloth prices will be continued?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Prices have been recently revised for June. They will be revised again for July in accordance with the usual procedure.

(b) Yes. Sir.

Shri B. R. Bhagat: May I know whether there has been an upward revision of prices, and if so, what are the reasons for that?

Shri Karmarkar: Regarding fine and superfine cloth when the prices were last revised for the quarter—April to June 1952—there was a reduction from about 5 per cent. to 9 per cent. in comparison with the previous quarter. So also there was a similar reduction in the prices of yarn. In respect of coarse and medium cloth for the month of May alone the prices of coarse and medium cloth were revised and there was a reduction of 5 to 24 per cent. After the prices were enforced, the Textile Commissioner went into the incidence of cost because the mills represented that there has been an increase in cost. As a result of his inquiry for the month of June there has been a small increase between ·7 per cent. to 2·59 per cent. over the May prices.

Shri B. R. Bhagat: May I know whether it is the policy of the Government to revise the prices now monthly instead of quarterly?

Shri Karmarkar: My hon. friend will appreciate that in respect of coarse and medium cloth the system of abnormal monthly revision was found necessary because there was a dispute regarding the prices of indigenous cotton which fluctuated very much during that period but normally the policy is to revise the prices only quarterly.

Shri B. R. Bhagat: How has the cost of production of these two types of cloth been determined? In view of the fact that there may be a fall in the cost of production due to the lowering of prices of raw materials, may I know whether the Government will examine it at a later date the prices of these commodities?

Shri Karmarkar: Government has the matter under consideration and examination.

श्री सिंहासन सिंह : क्या इस वक्त रूई का भाव मार्च से सस्ता है ?

[**Shri Sinhasan Singh:** Are the prices of cotton lower now than they were in March?]

श्री करमरकर : इसके लिए तो मुझे नोटिस चाहिए। मैं आजकल अखबारों में देखता हूं कि रोज़ धीरे धीरे इंडीजिनस काटन की प्राइसेज़ बढ़ती जाती है ।

[**Shri Karmarkar:** I require notice for that. From newspaper reports it appears that the prices of indigenous cotton are rising gradually, day by day.]

Shri Jangde: May I know what was the price index number of this cloth in 1950 and what is the price index number in 1952?

Shri Karmarkar: I should like to have notice.

Shri G. D. Somani: May I ask if the latest revision of prices of coarse and medium cloth fully compensates the rise in the manufacturing cost as laid down in the Tariff Board formula?

Shri Karmarkar: I am happy that this question gives me an opportunity to make a clarification. We offered the results of the Tariff Board formula but they were not happy about it. They wanted the incidence in the rise of cost should be considered. So we considered it. My personal opinion is that the present prices would afford full coverage by way of compensation.

Shri Damodara Menon: Has the Government considered the effect of this increase in the price of coarse cloth on the cost of living of the lower income groups, at a time when the prices of foodgrains also have registered a rise?

Shri Karmarkar: I suppose my hon. friend remembers that the increase in June is ·7 to 2·87 and I think this will not have a great effect on the cost of living.

Shri G. D. Somani: May I know whether the rise in the cost of living index figure by 32 points in Bombay and Ahmedabad, caused by the withdrawal of food subsidy has been taken into account in fixing the revised price structure?

Shri Karmarkar: I should like to have notice.

Shri B. S. Murthy: What is the margin of profit given to the producer for coarse cloth? May I know whether there is any possibility of further reducing it?

Shri Karmarkar: At present, a margin of 14 per cent. for cloth and 12½ per cent. for yarn, over ex-mill prices is allowed to the retailer. If my hon. friend feels that there is any suggestion for a change, he can send it to us. We shall be happy to consider it.

Dr. P. S. Deshmukh: Is there any relationship between the price of cotton and the price of cloth? If so, what is the justification for raising the price of cloth when cotton prices have fallen?

Shri Karmarkar: As my hon. friend well knows, cotton prices cover 60 per cent. of the price of cloth. But, there is also something like working of cotton into cloth. It was the Mill Owners Association that urged that there was an increase in that. The Government had to consider that also.

TECHNICAL TRAINING OF DISPLACED PERSONS

*582. **Shri S. C. Samanta:** Will the Minister of **Rehabilitation** be pleased to state:

(a) whether it is a fact that a technical training centre for displaced students will be attached to the Jadavpur Technical Institute near Calcutta;

(b) if so, how much capital and recurring grants have been sanctioned and how many students can be trained there at a time; and

(c) what will be the courses of study there?

The Minister of Rehabilitation (Shri A. P. Jain): (a) Yes.

(b) A capital grant of Rs. 2,89,000. The amount of recurring grant is under consideration. The scheme provides for the training of 328 students each year.

(c) A statement is laid on the Table giving the trades in which training will be imparted. [*See* Appendix III, annexure No. 40.]

Shri S. C. Samanta: May I know whether general students will be allowed to continue their studies with the displaced persons?

Shri A. P. Jain: I do not know whether there are any general students. The institutions which we set up are primarily meant for displaced persons.

Shri S. C. Samanta: May I know whether any financial assistance will be given to the students studying in these institutions?

Shri A. P. Jain: Yes; Rs. 30 a month; for exceptional students Rs. 35.

Shri S. C. Samanta: May I know whether there have been added such training centres in any other institution in India?

Shri A. P. Jain: Very large number. We are giving training, I think, to about 12,000 students in the east and west.

Shrimati Renu Chakravartty: May I know whether the Government has any plans to absorb these trained students?

Shri A. P. Jain: Yes. We try to secure jobs for them. We also give them loans for establishing small scale industries.

MEMBERSHIP IN INTERNATIONAL ORGANIZATIONS

*583. **Shri S. C. Samanta:** Will the **Prime Minister** be pleased to state:

(a) how many International Conferences were held in India in 1951-52; and

(b) the monetary help in the form of grants or loans received from those Organisations or Conferences?

The Prime Minister (Shri Jawaharlal Nehru): (a) Ten.

(b) None.

Shri S. C. Samanta: May I know whether the International Commission on Irrigation and Canals and such like Conferences were held in January 1951, and the 27th session of the International Institute of Statistics was also held in Calcutta and Delhi?

Shri Jawaharlal Nehru: Yes. So far as the first one is concerned, I believe that falls outside the period of enquiry. So far as the second is concerned, it is certainly included in my answer.

Shri A. C. Guha: What are these ten International Conferences held in that year and on what subjects?

Shri Jawaharlal Nehru: (1) The Asian and Far Eastern Travel Commission of the International Union of Official Travel Organisation; (2) The Indo-Pacific Fisheries Council; (3) The International Statistical Conference; (4) The Commonwealth Medical Conference; (5) Regional Seminar on Labour Inspection; (6) Far Eastern Technical Assistance Seminar on Labour Statistics; (7) Symposium on the concept of Man and the philosophy of Education; (8) Seminar on methods of teaching United Nations in Schools; (9) Seminar on Youth Welfare; (10) Medical Historians Liaison Committee.

Shri B. S. Murthy: May I know the total expenditure incurred by the Government and whether it is not a fact that even when these Conferences are held in other countries, some grants are given?

Shri Jawaharlal Nehru: Sorry, I have not got the figures here.

Shri S. C. Samanta: May I know whether the International Association for Hydraulic Structures Research was also held?

Shri Jawaharlal Nehru: I have no idea.

MACHINE TOOL FACTORY

***584. Shri S. C. Samanta:** Will the Minister of **Production** be pleased to state:

(a) how far the proposed scheme for establishing a Machine Tool Factory in India has progressed:

(b) where it is going to be located;

(c) the capital to be invested on it; and

(d) whether land has been acquired and permanent building for the factory constructed?

The Minister of Production (Shri K. C. Reddy): (a) The erection of 2 out of 5 hangars in which the factory will be housed to start with has been completed. The remaining hangars are being transported to the site where they will be erected immediately on arrival.

60 machines secured out of the German reparation machinery are already at the site for installation. Orders for further plant and machinery to the value of 7·92 million Swiss Francs (=Rs. 86,16,960) have already been placed in Europe. Shipment of consignments from Europe to India has commenced.

Certain European key technical personnel required for the factory in the early stages of construction and production has been selected. The question of selecting Indian technical personnel for the factory is under consideration. A General Manager for the Factory has been appointed and has just taken charge.

It is anticipated that production will start by about August 1953.

(b) Jalahalli, near Bangalore.

(c) Rs. 8·37 crores.

(d) Out of 300 acres of land required for the factory, 220 acres have already been acquired. Steps are being taken to acquire the rest. For the present it is not proposed to construct any factory buildings; as stated in reply to part (a), the factory will be housed in hangars.

Shri S. C. Samanta: May I know what will be the productive capacity of the factory?

Shri K. C. Reddy: Ultimately, the factory is expected to manufacture 900 high speed lathes, 460 milling machines, and 240 heavy duty drilling machines, per year.

Shri S. C. Samanta: May I know the number of machine tool factories at present in India? What led to the establishment of a similar one?

Shri K. C. Reddy: There is no full grade machine tool factory in India. I may say for the information of the hon. Member that there are at present 16 graded and 100 un-graded firms in India producing machine tools. The production in these firms is still confined to simple primary types of machine tools and the private sector of Industry has not been in a position to manufacture precision types of modern machine tools which are an essential pre-requisite for industrial development in the country, for which we have been entirely dependent on foreign countries. Hence this machine tool factory has been planned and it is under erection.

Shri S. C. Samanta: Is it not a fact, Sir, that the number of Machine Tool factories has decreased and the production has increased?

Shri K. C. Reddy: I take the information from the hon. Member, Sir.

Shri Barman: Apart from the German reparation machines, are any other machines available from the disposals?

Shri K. C. Reddy: I have already answered the question. Orders have been placed on the Continent for machinery worth about Rs. 86 lakhs,

and a part of it has already been despatched. That is our information.

Shri A. C. Guha: May I know if it will be cent. per cent. a Government factory or foreign interest is also associated with it?

Shri K. C. Reddy: There is no foreign firm connected with this factory if the hon. Member means whether any investment by any foreign firm has been decided upon. The investment is entirely that of the Government, but a foreign firm there is who gives help in the matter of the technical know-how and other things like that.

Shri A. C. Guha: May I know the terms for the engagement of the firm?

Mr. Speaker: Order, order.

BALANCE OF TRADE

***585. Shri B. R. Bhagat:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the balance of trade in the first five months of 1952;

(b) the main items and volumes of export and import during the period; and

(c) if the balance of trade is an adverse one, the reason for the same?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Balance of Trade position in the period January-March, 1952, was as follows:

(In crores of Rupees)

Imports	Exports and re-exports	Balance
268·55	164·86	—103·69

Figures for the months of April and May 1952 have not been compiled so far.

(b) Two statements are laid on the Table of the House. [*See* Appendix III, annexure No. 41.]

(c) The main reasons for the adverse Balance of Trade are:—

(i) Substantial imports of wheat.

(ii) Increase in imports of essential commodities like industrial raw-materials and capital goods.

(iii) Decline in Indian exports.

Shri B. R. Bhagat: What is the amount and proportion of capital goods in the import budget figure?

Shri Karmarkar: For this period?

Shri B. R. Bhagat: Yes.

Shri Karmarkar: I should like to have notice.

Shri B. R. Bhagat: May I know whether it is the policy of Government to balance the trade?

Shri T. S. A. Chettiar: What are the proposals of Government to meet this adverse balance?

Shri Karmarkar: I think the hon. Finance Minister has given extensive information on this subject on various occasions in the budget. There is always an effort made on behalf of the Government to balance the budget, the foreign exchange budget, by way of regulating our imports in accordance with our export earnings. But there is also something like a planned expenditure of our Sterling balances in the interests of the country. And from that point of view, we have also used some balance which stood to our credit for expenditure in the previous year. In a sense, this deficit was a planned deficit largely, but as my hon. friend is doubtless aware, the only way to balance decreased export is to lessen our imports.

Shri S. V. Ramaswamy: May I know, Sir, what are the main articles in which there has been a drop in the foreign import, and why?

Shri Karmarkar: The main fall in our exports is in the following commodities: There has been a notable decline in the export of ground-nut, tanned and dressed hides and skins, and cotton piecegoods. Some declines have also been registered in respect of commodities like cashew kernels, black pepper, tea, shellac, mica, cotton waste, raw wool, wollen carpets and rugs, coir yarn and manufactures. The reasons in respect of these commodities are likely to be different. One of the principal reasons is that stock-piling, especially in the United States, has ceased. That has been partially responsible for the drop in some of the commodities. The drop in some of the other commodities is likely to be temporary.

Shrimati Renu Chakravartty: May I know why out of the list the hon. Minister was reading, jute is missing? I believe jute has also been falling.

Shri Karmarkar: It is missing because the House knew the other day from my hon. friend the Commerce Minister that jute is definitely showing a healthy tendency. For the last month—I do not remember if it is April or May—the exports have been about 80.000 tons higher than any

figure in this year. Therefore I have not included it.

Shri Nambiar: May I know, Sir, what steps the Government are taking in order to balance the budget and increase the exports?

Shri Karmarkar: Increase the production?

Shri Nambiar: Exports.

Shri Karmarkar: The remedy is different in different cases. For instance, in the case of tea, we are trying to find out why our exports have been less. In the case of jute, we have reduced the export duty. In the case of pepper, we are trying to see whether the growing could not be reduced. Different remedies are required for different commodities.

HINDUSTAN SHIPYARD

*586. **Shri B. R. Bhagat:** Will the Minister of **Production** be pleased to state:

(a) whether an Agreement has been signed with a French Company to develop the Hindustan Shipyard, Visakhapatnam;

(b) if so, the name of the Company with which the Agreement has been signed; and

(c) the terms of the Agreement?

The Minister of Production (Shri K. C. Reddy): (a) Yes, Sir.

(b) The name of the French Company with which the agreement has been signed is La Societe Anenyme des Ateliers et Chantiers de la Loire, Paris.

I hope I have pronounced it fairly well. (*Shri Jawaharlal Nehru*: Absolutely well.)

(c) A statement showing the main terms of the Agreement is placed on the Table of the House. [*See* Appendix III, annexure No. 42.]

Shri B. R. Bhagat: May I know whether there was any other foreign company which offered to enter into an agreement?

Shri K. C. Reddy: Not that I am aware of.

Shri B. R. Bhagat: What will be the work undertaken by this company during this period?

Shri K. C. Reddy: If the hon. Member has read the statement that I have already placed on the Table of the House, he would get the answer to his question. So far as the actual implementation of the terms of the agreement is concerned, I may tell the hon. Member, Sir, that we are making fairly satisfactory headway.

Shri B. R. Bhagat: The statement says that the Company will render some technical assistance. The agreement is in regard to the development of the shipyard, and the agreement is for five years. I want to know what actual work will be done during this period by this company.

Shri K. C. Reddy: I do not know what the hon. Member really wants, Sir, but I have already said that satisfactory progress is being made, and I think the last clause of the agreement gives the answer to the hon. Member's supplementary. The duration of the agreement is for a period of 5 years, commencing from 15th July, 1952. In the meanwhile, spade work is already going on.

Dr. P. S. Deshmukh: Would any of the Members make the name more clear?

Mr. Speaker: Order, order. He need not reply to that.

Dr. Lanka Sundaram: Is Government aware that today in the ship yard, there is absolutely no work at all? Will Government do something to tide over this gap till the date on which the agreement comes into force?

Shri K. C. Reddy: I cannot accept the statement that the shipyard is idle. There are certain orders which have been placed, and I think work is going on there. If the hon. Member's allegation is true, I shall certainly have the matter gone into.

Shri B. S. Murthy: May I know Sir whether Government entered into negotiations with other shipping firms before coming to an agreement with this firm.

Shri K. C. Reddy: All possible care has been taken before the agreement was entered into with this firm.

BY-PRODUCTS IN SINDRI FACTORY

*587. **Dr. M. M. Das:** Will the Minister of **Production** be pleased to state:

(a) whether it is a fact that the disposal of the by-products and refuse matter of the Sindri Factory has been a problem to the authorities;

(b) the quantity of such by-products and refuse matter which are produced daily;

(c) how they are disposed of at present; and

(d) the average daily cost of such disposal?

The Minister of Production (Shri K. C. Reddy): (a) No.

(b) About 900 tons of calcium carbonate sludge will be produced daily when the factory is in full production. About 300 tons of ash and some quantity of coke breeze will also be left behind as waste matter when the factory is in full production.

(c) The calcium carbonate sludge is being stored and will ultimately be utilised for cement manufacture. The ash is dumped at the ash siding provided at the marshalling yard. The question of utilising the usable portion of this ash for stowing in collieries is under consideration. Small quantities of coke breeze are burnt with coal in the Power House.

(d) The cost of disposing of the ash is estimated at Rs. 650 per day.

Dr. M. M. Das: May I know, Sir, what the plan of the Government for utilisation of these products is and whether any steps have been taken by Government for implementing that plan?

Shri K. C. Reddy: As I have already answered, so far as the use of calcium carbonate sludge is concerned, an agreement has been entered into with the A.C.C. whereby the whole quantity will be purchased by them for the manufacture of cement. As for the ash, Sir, it is dumped at present, and a portion of the ash is proposed to be utilised for a particular purpose, as I have already mentioned.

Dr. M. M. Das: May I know, Sir, whether any calculation has been made to find out how the utilisation of these products will affect the cost of production of ammonium sulphate?

Shri K. C. Reddy: The utilisation of these products will ultimately result in a reduction of the cost of production.

Dr. M. M. Das: May I know, Sir, by what percentage the cost of production will be reduced, by the utilisation of these products?

Shri K. C. Reddy: I want notice to answer that question.

Shri T. N. Singh: May I know, Sir, whether ammonia is one of the by-products, and if so, what use is being made of it?

Shri K. C. Reddy: I have mentioned here only three by-products; as regards any additional item, I shall have to go into the question, before I could answer.

Shri S. V. Ramaswamy: May I know, Sir, what the by-products are and the value of the by-products that we are using?

Shri K. C. Reddy: I want notice, Sir.

INDIAN EMBASSY IN MOSCOW

***588. Shri P. T. Chacko:** Will the **Prime Minister** be pleased to state:

(a) the total expenditure incurred on the Indian Embassy in Moscow in 1951-52; and

(b) whether our officers at the Embassy in Moscow are free to move about in that country?

The Prime Minister (Shri Jawaharlal Nehru): (a) Rs. 11,54,020.

(b) There are a number of restrictions on the movements of foreigners including members of the diplomatic staffs in the Soviet Union. Some of the Soviet Republics and a number of districts and towns are prohibited to foreigners. Travelling beyond 25 miles from Moscow is permitted only after previous intimation has been given to the authorities.

Shri P. T. Chacko: May I know, Sir, whether it is imperative on the part of our Embassy in Russia to employ a certain number of Russians who are named by the U.S.S.R. Government?

Mr. Speaker: The question is whether it is an obligation on us to employ Russians?

Shri Jawaharlal Nehru: I am sure there can be no such obligation. It may be convenient or not, but there can be no obligation to that effect.

Shri P. T. Chacko: May I know, Sir, how many Russians are there in the employment of our Embassy at Moscow?

Shri Jawaharlal Nehru: I imagine, very few, doormen and the like. I have not got the exact information with me at present.

Shri P. T. Chacko: May I know, Sir, whether our officers at the Moscow embassy ever noted that the Press and the Radio in U.S.S.R. have been consistently publishing and broadcasting distorted and false news about India with a view to spreading anti-Indian propaganda?

Mr. Speaker: I think this question is out of the scope of the main question.

Shri Feroze Gandhi: May I know, Sir, whether there are any such restrictions on the Soviet Ambassador in Delhi?

Shri Jawaharlal Nehru: No, Sir.

Dr. P. S. Deshmukh: Is it not a fact that our Embassy in Moscow has not had the liberty to employ any Russians that we want?

Mr. Speaker: I think that question has already been answered by the hon. the Prime Minister who has put it negatively in a different form.

Shri Altekar: May I know, Sir, whether there are any such restrictions in other countries?

Shri Jawaharlal Nehru: On whom?

Mr. Speaker: His question appears to be whether there are restrictions only on Indian embassies or similar restrictions there are on other embassies as regards the movements of the embassy members.

Shri Altekar: May I know, Sir, whether there are similar restrictions as have been imposed upon the members of our Embassy in Russia, on other countries?

Shri Jawaharlal Nehru: No restrictions have been imposed on our Embassy as such; those restrictions are for all foreign embassies. I understand, that in certain countries notably the United Kingdom and the U.S.A., as a measure of retaliation, similar restrictions have been placed on the Soviet Embassies there.

Prof. Mathew: May I know, Sir, in the western half of Europe, whether there are any such restrictions as we have in the U.S.S.R.?

Mr. Speaker: That has already been answered. The hon. Member has perhaps not caught the answer; he may refer to the proceedings.

Shri Anil K. Chanda: Have any instructions been given to our Embassy staff to make a study of the Soviet administrative system, in general and their method of dealing with the Opposition in particular.

Shri Gadgil: May I know, Sir, whether the treatment given by the Government of India to embassies here is on a reciprocal basis, or whether a uniform treatment is being given to all the embassies in India?

Shri Jawaharlal Nehru: Generally speaking, it is both uniform and reciprocal. There may be minor exceptions, as in the particular instance to which the question relates, in regard to freedom of movement and travel. There are restrictions which I mentioned earlier, in Moscow for all foreigners; so far as we are concerned, we have imposed no restrictions. Here it is certainly not reciprocal, and there is a difference.

BALANCE OF TRADE

*589. **Dr. Ram Subhag Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) our balance of trade position with non-sterling areas during the period July to December, 1951; and

(b) our balance of trade position with other soft currency areas during the same period?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) and (b). I take it that in part (a) of the question reference to "Sterling" (and *not* "Non-Sterling") areas is intended. On this assumption, a statement is laid on the Table of the House. [*See* Appendix III, annexure No. 43.]

MEDICINES (IMPORT)

*590. **Dr. P. S. Deshmukh:** Will the Minister of **Commerce and Industry** be pleased to state what was the value of foreign medicines imported into India in 1950-51 and 1951-52?

The Deputy Minister of Commerce and Industry (Shri Karmarkar):

	Rs. (lakhs)
1950-51	993·15
1951-52	1,514·83

Dr. P. S. Deshmukh: May I know, Sir, what is the country from which we import the largest quantity of medicines?

Shri Karmarkar: I should like to have notice.

Dr. P. S. Deshmukh: Are there any restrictions still on the imports, or is this the result of removal of restrictions on the import of medicine?

Shri Karmarkar: As my hon. friend is doubtless aware, some of the imports were placed on the O.G.L. No. 23, while some of the medicines were on a restricted basis, but a fairly liberal one, so far as the latter period was concerned.

Dr. P. S. Deshmukh: Are there any restrictions on any drugs imported

into India now, or have they been completely removed?

Shri Karmarkar: The volume of imports is necessarily restricted in the case of certain drugs, on foreign exchange considerations. In respect of some other drugs, there was an O.G.L. 23 which still continues to be in force at the time.

Dr. P. S. Deshmukh: Is there any quota fixed for the year 1952-53 and if so what is it?

Shri Karmarkar: As my hon. friend doubtless knows, the quota fixed for 1952 was announced on 15th January, and the quota fixed for the latter half of the year will be announced on the 15th June.

Shri Gurupadaswamy: Has it come to the notice of the Government, that many Indian drugs manufactured here are sold under foreign labels?

Mr. Speaker: The hon. Member refers to spurious drugs or to drugs sold under foreign labels?

Shri Karmarkar: The attention of Government has been drawn to cases of spurious drugs like 'Gripewater' for instance. There was a time when attempts were made in this country to fabricate that medicine and sell it under foreign label. Action also was taken in that case.

Shri Gurupadaswamy: May I know, Sir, what action have the Government taken against those people who have been caught?

Shri Karmarkar: As my hon. friend knows, those who are caught are tried.

IMPORTS

*591. **Dr. P. S. Deshmukh:** (a) Will the Minister of **Commerce and Industry** be pleased to state the value of imports into India from various countries in the years 1949, 1950 and 1951?

(b) Is there any quantity fixed for 1952?

(c) If so, what is it?

The Deputy Minister of Commerce and Industry (Shri Karmarkar):

(Figures in crores of Rs.)

(a)	1949	...	*Rs. 6,64·14 (Provisional).
	1950	...	Rs. 5,44·86 (Provisional).
	1951	...	Rs. 8,63·82 (Provisional).

*Excludes land borne trade with Pakistan in 1949.

(b) and (c). Quantum of imports is fixed in each case having regard to foreign exchange position and local production.

Dr. P. S. Deshmukh: In view of the adverse balance of trade, is it proposed to restrict imports in the current year?

Shri Karmarkar: The matter is under our consideration at the moment.

Shri M. L. Dwivedi: May I know, Sir, if there has been an abuse of the facility of importing completely knocked-out cars from foreign countries as personal luggage?

Shri Karmarkar: Sir, by 'abuse' my hon. friend perhaps means that in the past it was our policy to admit as luggage what were called home delivery cars especially from the sterling area. In view of the representations of automobile manufacturers in the country, we have restricted that privilege to a large extent at the moment.

INDIA STORES DEPARTMENT, LONDON

*592. **Dr. P. S. Deshmukh:** (a) Will the Minister of **Works, Housing and Supply** be pleased to state the actual expenditure incurred during 1950-51 on the maintenance of the India Stores Department, London, and what was the departmental charges for. services rendered in each year?

(b) Are these departmental charges for services rendered fixed on any percentage basis?

(c) If not, what is the basis of these charges?

(d) What is the value of transaction done through the India Stores Department, London in the above years?

(e) What is the proportion of the Indian employees to the total number of employees in this Department?

(f) What is the total monthly salary of the Indians and non-Indians?

(g) Are the transactions entered into by the Stores Department in London examined by audit?

(h) If so, are there any serious objections raised by the auditor?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) The actual expenditure incurred on the maintenance of the India Store Department in London was —

Financial year 1950-51... £255,108= (Rs. 34,01,440).

Financial year 1951-52... £314,661= (Rs. 41,95,480).

Departmental charges actually recovered for the services rendered were—

Financial year 1950-51... £343,875= (Rs. 45,85,000).

Financial year 1951-52... £360,417= (Rs. 48,05,560).

(b) Yes.

(c) Does not arise.

(d) The value of transactions carried out was—

Financial year 1950-51... £31,570,895 =(Rs. 42,09,45,266).

Financial year 1951-52... £16,526,561 =(Rs. 22,03,54,146).

(e) The proportion of the Indian employees to the total number of employees in the Department is 43·8 per cent.

(f) Monthly salaries of Indians.	£ 7,878= (Rs. 1,05,040),
Monthly salaries of Non-Indians.	£10,637= (Rs. 1,41,826).

(g) Yes.

(h) Cases of importance noticed by the Audit are mentioned in the annual Audit Report which is placed before the Public Accounts Committee and the recommendations of the P.A.C. are attended to.

Dr. P. S. Deshmukh: Sir, is it the policy of Government to Indianise the Department increasingly and if so, when is it likely that a larger percentage of Indians would be employed?

Sardar Swaran Singh: The desire is to have as large a proportion of Indians as is possible consistent with convenience and efficiency.

Dr. P. S. Deshmukh: Sir, with respect to the reply to part (d) of the question; what are the causes which have led to the transactions being reduced to more or less half the amount of the previous year, 1950-51?

Sardar Swaran Singh: This was mainly due to the decision to decrease purchases on account of wagons and coaches.

Dr. P. S. Deshmukh: Do we get any purchase commissions on the transactions for the purchase of stores?

Sardar Swaran Singh: I have attempted a reply to this and if the hon. Member had carefully listened to part (b).........

Dr. P. S. Deshmukh: The hon. Minister has not understood my question. I want to know whether there is any commission given by large stock-owners for the purchases we make.

Sardar Swaran Singh: Of course, yes.

Shri B. Shiva Rao: Have any steps been taken to rationalise the working of this Department on the lines recommended by the Estimates Committee, with a view to checking the practice of placing abroad orders for articles of very small value?

Sardar Swaran Singh: Action has been taken and that matter is under consideration.

Shri M. L. Dwivedi: May I know, Sir, if the terms of contract as advised by the Public Accounts Committee have been formulated?

Sardar Swaran Singh: That point is under consideration. An India Stores Audit Section is added to this purchase organisation and the forms of contract are approved by them.

Shri Badshah Gupta: May I know, Sir, what is the pay of the highest paid employee in the department and to what nationality he belongs?

Sardar Swaran Singh: I require notice for that, Sir.

Shri B. S. Murthy: Are the Government contemplating to close down this department in London.

Sardar Swaran Singh: No, Sir, the closure is not contemplated.

CENSORSHIP OF FILMS

*593. **Shri Jhunjhunwala:** Will the Minister of **Information and Broadcasting** be pleased to state whether Government have censored the existing films which are being exhibited in India?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): Under the Cinematograph Act, 1918, no film is permitted to be exhibited unless it has been certified as suitable for unrestricted public exhibition or for public exhibition restricted to adults only. Films are censored by the Central Board of Film Censors which has been constituted under the Cinematograph Act.

श्री झुनझुनवाला : जब फिल्में सैंसर की जाती हैं तो क्या क्या बातें ध्यान में रखी जाती हैं ?

[**Shri Jhunjhunwala:** While censoring films what considerations are kept in view?]

Shri Karmarkar: The principal considerations that are kept before them by the Censor Board are naturally: anything against public morals and public interest.

श्री झुनझुनवाला : जितनी फिल्में हिन्दुस्तान में दिखाई जाती हैं उनके बारे में क्या मैं यह समझूं कि यह सब बातें ध्यान में रख कर वे सेंसर की गयी हैं और पबलिक मारैलिटी के वे विरुद्ध नहीं हैं ?

[**Shri Jhunjhunwala**: Am I to understand that these considerations were kept in view when the films being exhibited at present in India, were censored and that these films do not offend against public morality?]

श्री करमरकर : जी हां, जो पबलिक के सामने आती हैं वे हमारी राय में ठीक होती हैं ।

[**Shri Karmarkar:** Yes, Sir, the films which come before the public are in my opinion, quite proper.]

श्री झुनझुनवाला : अभी जो फिल्में दिखाई जाती हैं उनसे क्या मैं यह समझूं कि व पबलिक के मारैलिटी के विरुद्ध नहीं हैं ।

[**Shri Jhunjhunwala:** Am I to understand that the films exhibited these days are not against public morality?]

Mr. Speaker : इसके लिये तो उन्होंने जवाब दिया है कि हां, ऐसा समझना चाहिये । [He has already replied that it is so.] It is a matter of opinion.

Shri B. S. Murthy: May I know, Sir, whether the Censor Board has been advised to take a lenient view of these films now produced in view of the progress we have attained?

Shri Karmarkar: No, Sir. They have been advised to take the correct view.

Shri Muniswamy: May I know, Sir, if the films taken in Russia during the recent visit of Indian cinema stars like N. S. Krishnan, and T. A. Mathuram have been disallowed to be exhibited in India?

Mr. Speaker: He refers to a certain film which has been disallowed in India.

Shri Nambiar: A certain film was taken in Russia during the visit of Indian cinema stars. Is there any prohibition on its exhibition in India?

Shri Karmarkar: I should like to have notice. Does he refer to the film.........

सेठ गोविन्द दास: क्या माननीय मंत्री जी के पास इस सेंसर के बावजूद भी इस तरह की शिकायतें आई हैं कि कई फिल्में जो दिखाई जाती हैं वे नैतिकता की दृष्टि से ठीक नहीं हैं ?

[**Seth Govind Das:** In spite of the censorship, has the hon. Minister received any complaints to the effect that certain films which are exhibited are not proper from the point of view of morality?]

श्री करमरकर : शायद यह ठीक है कि ऐसी शिकायतें आती हैं और जब आती हैं तो हमारे रूल्स के मुताबिक उनका रिव्यू आदि हो जाता है । तो माननीय सदस्य रूल्स से इस बारे में पता लगा सकते हैं ।

[**Shri Karmarkar:** Such complaints are sometimes received but in that case the films are reviewed according to our rules. The hon. Member can know the facts by referring to the rules.]

WRITTEN ANSWERS TO QUESTIONS

A. I. R. STATIONS

*594. **Shri M. L. Dwivedi:** Will the Minister of **Information and Broadcasting** be pleased to state the main changes or improvements effected since 1947 in each of the A.I.R. stations at Delhi, Madras, Bombay and Calcutta?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): A statement giving the requisite information is laid on the Table of the House. [*See* Appendix III, annexure No. 44.]

FIVE YEAR PLAN

*595. **Pandit Munishwar Datt Upadhyay:** Will the Minister of

Planning and River Valley Schemes be pleased to state:

(a) the extent of progress in the execution of the Five-Year Plan in different States; and

(b) whether there has been decentralisation in the execution of the schemes or they are being organised and controlled by the Central or State Governments?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) A review of the progress made in the execution of the Five Year Plan in different States during 1951-52 is under preparation.

(b) State Governments have been requested to break-up their plans, so far as possible, into district plans and to ensure that, within their field of work, local bodies are able to participate in the implementation of the Plan. They have been addressed for information about the extent to which such decentralization has taken place or is contemplated.

JAPANESE CO-OPERATION IN FIVE YEAR PLAN

*596. **Pandit Munishwar Datt Upadhyay:** Will the **Prime Minister** be pleased to state:

(a) whether there is any understanding between India and Japan for cooperation in India's Five Year Plan; and

(b) what Japan can contribute to India and whether they want any return for such contribution?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) No.

(b) Does not arise.

RAISING OF COAL

*597. **Shri A. C. Guha:** Will the Minister of **Production** be pleased to state:

(a) whether Government have got any comparative statement of *per capita* coal raising in India and other industrialised countries;

(b) whether Government have taken any steps to increase the *per capita* coal output in our country;

(c) whether Government have considered the question of uneconomic small collieries; and

(d) the number of such collieries?

The Minister of Production (Shri K. C. Reddy): (a) A statement showing the overall output per manshift in India during 1951 and 1952 and in some industrialised Western countries for the period January to April 1951, as available, is laid on the Table of the House. [See Appendix III, annexure No. 45.]

(b) It is not possible for the Government to take any direct steps to improve the *per capita* output in the existing mines. Before according permission for opening new mines, the Government however, ensure that the layout plan and the extent of mechanisation are such as would be conducive to improved production.

(c) Presumably the Member is referring to colliery units which are so small that they cannot be worked economically and systematically from the point of view of sound mining practice. If so, the question was recently considered by the Working Party on coal who have recommended their amalgamation into economic units. The recommendation have been accepted in principle.

(d) It is not easy to designate, on any absolute standards particular collieries as "Un-economic". A statement showing the number of mines classified according to the monthly output is however, laid on the Table of the House. [*See* Appendix III, annexure No. 46.]

FIVE YEAR PLAN

*598. **Shri K. C. Sodhia:** (a) Will the Minister of **Planning and River Valley Schemes** be pleased to state what agency, if any, they propose to set up to scrutinise the progress made and expenditure incurred on the execution of six years plan in the States?

(b) Is there any differentiation between Part A, Part B and Part C States?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) According to its terms of reference, the Planning Commission is responsible for appraising from time to time the progress achieved in the execution of the Five Year Plan in the States. The Commission is in close touch with State Governments regarding all aspects of the working of the Plan.

(b) No.

DISPOSALS

*599. **Shri K. C. Sodhia:** (a) Will the Minister of **Works, Housing and Supply** be pleased to state the approximate price of the surplus stores lying with Government at present and the probable date by which they hope to dispose it of?

(b) What was the strength of the staff of the Directorate General of Disposals during 1947-1948 and during 1951-52?

(c) What was the approximate value of the surplus stores at the beginning of 1947-48?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) The book value of all surplus stores available for disposal with the Disposals Organisation as on 30th April, 1952 was Rs. 37½ crores approximately. It is expected that bulk of these stores will be disposed of by the end of this financial year.

(b) A statement showing the position of staff of the Disposals Wing of the Directorate General of Supplies and Disposals as on 1st March, 1947, 29th February, 1948, 1st March, 1951 and 29th February, 1952 is placed on the Table of the House. [*See* Appendix III, annexure No. 47.]

(c) The value of all surplus stores available for disposal as on 1st April, 1947 was Rs. 200 crores approximately.

TEXTILE PRICES (FIXATION)

***600. Shri K. C. Sodhia:** (a) Will the Minister of **Commerce and Industry** be pleased to state whether the Textile Commissioner, Government of India is assisted by any Committee or Committees in the fixation of the prices of textile goods?

(b) If so, what is the composition of these?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) No, Sir.

(b) Does not arise.

INDIAN LABOUR TO MALAYA

***601. Shri M. R. Krishna:** (a) Will the **Prime Minister** be pleased to state whether it is a fact that Malaya is in need of Indian labour?

(b) If so, what are the conditions under which Indian labour is given?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) Yes.

(b) Emigration from India is governed by the Indian Emigration Act. The emigration of unskilled workers to Malaya is banned at present, while skilled workers are allowed to emigrate at the discretion of the Emigration authorities in India if the terms and conditions of service are reasonable.

NEWSPRINT AND PRINTING PAPER

***602. Shri Barman:** (a) Will the Minister of **Commerce and Industry** be pleased to state what are the materials used in India for preparation of paper-pulp?

(b) Is it a fact that the fibrous residue of sugar-cane can be used as such raw material?

(c) What are the requirements and present production in India of newsprint and printing paper?

(d) What steps are being taken to make the country independent of import in this matter?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Important basic raw materials are bamboo, sabai grass, rags, waste paper, wood pulp, hemp and old hemp rope cuttings, jute and hessian cuttings.

(b) Yes, Sir.

(c)	Estimated requirements	Production in 1951
	(Tons)	(Tons)
(i) Newsprint ...	60,000	Nil
(ii) Printing and Writing paper.	100,000	79,263

(d) Every facility is being given to the parties concerned in creating additional capacity by setting up new units or by expanding the existing mills.

SINDRI FERTILIZER FACTORY

***603. Pandit M. B. Bhargava:** Will the Minister of **Production** be pleased to state:

(a) what is the extent of the total capital invested by the Government of India so far in the construction and working of the Sindri Fertilizer Factory;

(b) what is the maximum productive capacity of this factory;

(c) what chemical fertilizers are being manufactured at present and what are the future prospects;

(d) At what price the chemical fertilizers produced by the factory are being sold in the market and how this compares with the imported fertilizers from outside;

(e) whether there are any other factories in India engaged in manufacturing fertilizers. If so, what is their productive capacity and what has been that actual value and quantity of the different varieties of fertilizers produced by these factories during the year 1950-51; and

(f) what was the total quantity and value of different varieties of fertilizers imported into India from foreign countries during the year 1950-51?

The Minister of Production (Shri K. C. Reddy): (a) About Rs. 23 crores. The exact figure is not yet available as the booking and finalisation of the accounts has not been completed.

(b) 1,000 tons per day or 350,000 tons per year.

(c) At present the factory is manufacturing only ammonium sulphate. There is, however, under consideration a proposal for setting up an ancillary plant for the manufacture of Urea or Ammonium Nitrate prills.

(d) The Sulphate of ammonia produced at Sindri and that imported from abroad is distributed to State Governments according to their demand through the Central Fertilizers Pool. The retail market prices are determined by the State Governments after taking into accounts overheads and handling expenses, etc.

(e) There are 19 other factories in India engaged in the manufacture of artificial fertilizers, *viz.* ammonium sulphate and superphosphate. The productive capacity of these factories and the quantity and value of the two varieties of fertilizers produced by them in the year 1950-51 are as follows:—

	Capacity	Production	Value
	Tons.	Tons.	Rs.
Ammonium Sulphate.	77,000	45,260	18,10,00,000
Super Phosphate.	1,35,000	55,810	12,50,00,000

(f) 3,88,042 tons of ammonium sulphate valued at Rs. 12,30,20,430. No superphosphates were imported.

COMMUNITY PROJECTS

*604. **Shri M. L. Dwivedi**: Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the States in which State Development Committees have already been formed, as envisaged in the Government of India Planning Commission Community Projects Administration Draft Outline, April, 1952;

(b) in how many States Community Projects programme is undertaken for implementation; and

(c) to how many States long term loans have been sanctioned?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) Assam, Bihar, Bombay, U.P., Punjab, Madhya Bharat and Madras.

(b) All Part A, B and C States.

(c) Nil.

PLANNING DEPARTMENTS IN STATES

*605. **Shri M. L. Dwivedi**: Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) whether the Planning Departments in various States in India are proceeding with planning work in accordance with the policy and programme laid down by the Government of India or what;

(b) whether the Planning Bodies in the various States are functioning in co-ordination with the Planning Body at the Centre;

(c) whether Government propose to lay on the Table of the House a statement containing different allocations project-wise, the amount of work done in each State so far and the cases in which sum of money or property has been wasted or lost; and

(d) at whose recommendation projects are selected for execution in States?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) The Planning Commission has formulated the plans for the States in consultation with State Governments.

(b) Yes.

(c) A report on the working of the Five Year Plan during its first year will be placed on the Table of the House.

(d) The selection is made on the basis of recommendations by the State Governments.

विंध्य प्रदेश में विस्थापित व्यक्ति

*६०६. **श्री आर० एस० तिवारी** : क्या पुनर्वास मंत्री यह बतलाने की कृपा करेंगे :

(क) विंध्य प्रदेश में सतना, दतिया और ओरछा में विस्थापित व्यक्तियों की संख्या;

(ख) इनमें खेती में लगे हुए लोगों की और दूसरे व्यवसायों को अपनाने वालों की संख्या ;

(ग) उन लोगों की संख्या जिनको अभी तक कोई रोजगार नहीं मिला ; और

(घ) खेती के लिये दी गयी जमीन कितनी है और वह कहां—कहां पर है ?

DISPLACED PERSONS IN VINDHYA PRADESH

[*606. **Shri R. S. Tiwari:** Will the Minister of **Rehabilitation** be pleased to state:

(a) the number of displaced persons in Satna, Datia and Orchha, in Vindhya Pradesh;

(b) the number of those among them who are engaged in farming, and of those who have taken to trade;

(c) the number of those who have not yet got any employment; and

(d) the extent of land provided for farming and the places where it is situated?]

The Minister of Rehabilitation (Shri A. P. Jain):

(a) Satna	...	6,035 persons.
Datia	...	5,148 persons.
Orchha	...	Nil.
Total	...	11,183 persons.

(b) 213 families are engaged in farming and 2,029 families in trade.

(c) Nil.

(d) 4,178 acres in Tikamgarh, Datia and Chhatarpur districts.

पूर्वी बंगाल से आये विस्थापित व्यक्ति

*६०७. श्री आर० एस० तिवारी : क्या पुनर्वास मंत्री यह बतलाने की कृपा करेंगे :

(क) क्या १९५१ के अंत की ओर पूर्वी बंगाल से पश्चिमी बगाल में आये सभी विस्थापित व्यक्तियों को फिर से बसा दिया गया है ;

(ख) यदि नहीं बसा दिया गया है, तो यह काम पूरा करने में कितना समय लगेगा ; और

(ग) इस विषय में आज क्या स्थिति है ?

DISPLACED PERSONS FROM EAST BENGAL

[*607. **Shri R. S. Tiwari:** Will the Minister of **Rehabilitation** be pleased to state:

(a) whether all the displaced persons who came to West Bengal from East Bengal towards the end of 1951 have been rehabilitated;

(b) if not, how long it will take to complete the work; and

(c) what is the present position in this regard?]

The Minister of Rehabilitation (Shri A. P. Jain): (a) to (c). The hon. Member's attention is invited to the reply given by me in Parliament on the 9th February, 1951 to Starred Question No. 1312 by Dr. Ram Subhag Singh.

हाथी

*६०८. श्री आर० एस० तिवारी : क्या वाणिज्य तथा उद्योग मंत्री यह बतलाने की कृपा करेंगे :

(क) भारत में हाथी कहां पाये जाते हैं ;

(ख) बाहर भेजे गये एक हाथी पर कितना निर्यात-शुल्क लगाया जाता है ;

(ग) वर्तमान सरकार द्वारा अब तक विदेशों को भेंट के रूप में कितने हाथी भेजे गये हैं ; और

(घ) १९५०-५१ वर्ष में विदेशों को कितने हाथी भेजे गये थे ?

ELEPHANTS

[*608. **Shri R. S. Tiwari:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) where in India are elephants found;

(b) how much export duty is levied on an elephant sent abroad;

(c) how many elephants have been sent to foreign countries as presents by the present Government up to this time; and

(d) how many elephants were exported to foreign countries during the year 1950-51?]

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Mainly in the States of Assam, Orissa, Madras, Coorg, Mysore and U.P. (Tehri).

(b) Nil.

(c) Five.

(d) There was no control on export of elephants during 1950-51. Information about actual exports is being collected and will be laid on the Table

of the House as soon as it is available.

TENDERS FOR HIRAKUD

***609. Dr. Natabar Pandey:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) whether it is a fact that for some works in the Hirakud Dam Project, tenders were not invited; and

(b) if so, the value of such works?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) Yes, Sir. According to the approved procedure for allotment of works on the Hirakud Dam Project, all works costing not more than Rs. 2,00,000 which can reasonably be finished by a contractor within 6 to 12 months are let out on work order basis within the Schedule of Rates sanctioned by the Contract Board. Works costing more than rupees two lakhs are given after inviting open tenders. Some of the works are also done departmentally.

(b) The information is being collected and will be laid on the Table of the House.

CLOTH (EXPORT)

***610. Shri Dhusiya:** (a) Will the Minister of **Commerce and Industry** be pleased to state how many bales of cloth have been exported in each of the months January to April 1952?

(b) What was the proportion in the said export of coarse, fine and superfine cloth?

(c) How many bales of cloth were released for the home consumption during each of the above mentioned months and what was the proportion of coarse, fine and super-fine?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) to (c). Statements are placed on the Table of the House. [*See* Appendix III, annexure No. 48.]

HIRAKUD DAM PROJECT

***611. Dr. Natabar Pandey:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the total expenditure incurred so far in connection with (i) the subsidiary dam; and (ii) the power channel at Chhiplima under the Hirakud Dam project; and

(b) when the works in the subsidiary dam and power channel started?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) (i) Expenditure incurred on civil works of subsidiary dam is Rs. 47·0 lakhs.

(ii) Expenditure incurred on civil works of power channel is Rs. 58·0 lakhs.

In addition to the above, expenditure has been incurred to the extent of Rs. 21·95 lakhs on acquisition of land and Rs. 5·55 lakhs on Power House, overhead lines and internal wiring.

(b) Work on subsidiary dam was started in January, 1950 and that on power channel in July, 1948.

PROJECT AT CHHIPLIMA

***612. Dr. Natabar Pandey:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) whether the works of subsidiary dam and power channel at Chhiplima under the Hirakud Dam Project has been totally or partially abandoned; and

(b) if so, when and why?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) and (b). The works of subsidiary dam and power channel have not been abandoned. They have only been postponed to a period beyond 1955-56 due to shortage of funds and the necessity for concentrating more on the irrigation aspect of the project.

KOLAR GOLD FIELDS DISPUTE

***614. Shri Nambiar:** (a) Will the Minister of **Labour** be pleased to state what action Government have taken with regard to the joint submission made by the Champion Reef Gold Mining Co., Ltd., and the Champion Reef Mines Labour Association of Kolar Gold Fields asking the Government to refer the dispute between them over the payment of bonus for the year 1950, to arbitration?

(b) If no action has so far been taken, what action do Government propose to take and when?

The Minister of Labour (Shri V. V. Giri): (a) and (b). Government have not received a joint application for referring the dispute for adjudication. It is understood that the parties are thinking of submitting one. When a joint application is received, an adjudication will be ordered if the application is in order.

EXPORT CONTROL

***615. Shri Nambiar:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the commodities that were brought under Control through the

Circular No. 289/51 dated the 6th October, 1951;

(b) whether and why the above circular fixed the three years 1948-1951 as the basic years of export; and

(c) whether the circular fixed any maximum for export of each commodity coming under the circular by any individual exporter?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The hon. Member is presumably referring to E.T.C. Circular No. 289/51, dated 6th October 1951, issued by the Deputy Chief Controller of Exports, Madras. No commodity was brought under control through this circular which only notified the trade that export of chillies, which was already controlled, would, with effect from October, 1951, be regulated on the principle of established shippers, *i.e.*, it would be permitted by those shippers who had exported chillies during a prescribed period in the past.

(b) Yes, Sir. The reasons for choosing these three years were:

(i) During these three years a large section of the trading community had opportunities to enter into export trade in chillies, as for some period the established shippers system was in operation and, for nearly a year and a half exports were allowed on a competitive basis and any one could ship.

(ii) These were the three years immediately preceding the re-introduction of "established shippers" principle and, as a rule, we give shippers a choice between three different years on the basis of which they can claim future quotas for exports.

(iii) For other commodities also *e.g.*, groundnut oil, linseed oil, onions, jaggery, the same basic years had been prescribed; and

(iv) the trade which was consulted was generally in favour of this arrangement.

(c) Yes, the circular fixed a maximum limit of 15 tons for which a licence could be issued for the export of chillies to an individual shipper. This restriction, however, is no longer operative.

STRIKE IN TATAS HEAVY CHEMICALS FACTORY

***616. Shri Nambiar:** Will the Minister of **Labour** be pleased to state:

(a) whether Government are aware of the strike of 3000 workers of Tatas Heavy Chemicals Factory in Mithapur from 21st April, 1952;

(b) if so, whether it is a fact that hospital facilities have been stopped by the company to the workers on strike and that two workers have gone on hunger strike to protest against this action of the Company;

(c) if the answer to part (a) above be in the negative, whether Government propose to state why they did not take note of the letter written by Shri A. K. Gopalan, M.P., on the 16th May, 1952 on this matter and whether Government propose to place that letter on the Table of the House; and

(d) what action Government propose to take to save the lives of the workers on hunger strike and to settle the dispute amicably?

The Minister of Labour (Shri V. V. Giri): (a) Yes.

(b) Government have no information.

(c) and (d). A copy of Shri A. K. Gopalan's letter dated 16th May 1952 and a copy of my reply to him dated the 28th May 1952 are placed on the Table of the House. [*See* Appendix III, annexure No. 49.]

Industrial disputes in factories manufacturing heavy chemicals fall within the jurisdiction of the State Governments under Section 2(a) (ii) of the Industrial Disputes Act, 1947. The Central Government are, therefore, precluded from taking any measures under that Act for the settlement of the dispute. However, in view of the importance of the industry, they wrote to the Bombay Government on the 5th May 1952 requesting them to make special efforts to bring about an amicable settlement between the parties. It was learnt that the efforts of the Conciliation Officer to conciliate the dispute between the union and the company had failed. The Central Government again wrote to the Bombay Government on the 15th May 1952 requesting them to report the result of the efforts made by that Government to bring about a settlement between the parties. It is presumed that the Bombay Government are still continuing their efforts.

LOWER SAGILERU PROJECT

***617. Shri Eswara Reddy:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) whether the Government of Madras drew the attention of the Central Government to the unanimous demand of all the people and parties

of Cuddapah District for the construction of lower Sagileru project; and

(b) whether any amount had been sanctioned as a loan or grant to the Madras Government for its construction?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) and (b). No, but it is understood that, as a famine relief measure, the Madras Government recently ordered the excavation of channels of the Sagileru project. No loan or grant has been sanctioned by the Central Government specifically for this project. The project does not at present form part of the Five Year Plan of the Madras State.

DAMAGED AMERICAN COTTON

***618. Shri S. V. L. Narasimham:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the attention of the Government of India is drawn to the fact that 200,000 bales of damaged American cotton are lying in the docks of Bombay and that the Indian importers are not willing to take delivery;

(b) the cost of these stocks;

(c) whether the goods were insured with Indian Insurance Companies;

(d) what was the condition of the goods at the time of (i) shipment and (ii) arrival at the port of Bombay; and

(e) what steps have been or are being taken by the Government in this behalf?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) and (b). The Government of India's attention has been drawn to the fact that certain quantities of American cotton have arrived in a damaged condition. But the actual quantity damaged and cost thereof is not known.

(c) The Government understand that some quantity was so insured.

(d) The matter is under investigation.

(e) The Government had already taken up the matter with the appropriate authorities on the first report of the damage early in April. The Government are asking their diplomatic representatives in U.S.A. to assist in the negotiations between shippers in U.S.A. and the importing interests in India.

COMMUNITY DEVELOPMENT PROJECTS

***619. Shri Bhakta Darshan:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) whether any of the 55 Community Development Projects, approved for the whole country, have been sanctioned for Kashmir, Himachal Pradesh and the hilly parts of Punjab, Uttar Pradesh, West Bengal and Assam;

(b) if so, which particular areas of the above-mentioned hilly States and regions have been selected for this purpose;

(c) whether, considering the special conditions of these areas, any variations have been made in the general plan approved for the whole country; and

(d) whether any proposal is under consideration for the association of the Members of the Parliament representing those areas with these Projects?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) and (b). The following hill areas in Uttar Pradesh, Assam and Himachal Pradesh have been selected:

(1) Almora.

(2) Cachar District.

(3) Darrang District.

(4) Two Development Blocks in the tribal area.

(5) Sirmur.

(6) Mandi.

No community projects have been allotted to the hill areas of West Bengal and the Punjab. A project for Kashmir, outside the scope of the Indo-American Technical Co-operation Agreement, is separately under consideration.

(c) Detailed programmes for each project will be drawn up by the State Governments after a preliminary survey of the areas, having regard to local needs and variations.

(d) It has been recommended to State Governments that Members of Parliament and State Legislatures coming from the project area concerned should be included in the Project Advisory Committee set up for each Project.

HEMGIRI RAMPUR COLLIERY WORKERS

*620. **Shri B. C. Das:** Will the Minister of **Labour** be pleased to state:

(a) whether it is a fact that notices of discharge were served on 770 workers of Hemgiri Rampur Colliery in the month of February, 1952;

(b) whether it is a fact that as a result of the workers going on strike the conciliation officer of the Central Government intervened and the notices of discharge were withdrawn;

(c) whether it is also a fact that on the 12th April, 1952 again notices of discharge were served on these 770 workers; and

(d) whether any settlement has been arrived at and if so, what are the terms of the settlement?

The Minister of Labour (Shri V. V. Giri): (a) and (b). Yes.

(c) Notices were served on the 7th March 1952 proposing the retrenchment of 752 workers.

(d) Conciliation was undertaken by the Regional Labour Commissioner, Dhanbad and a settlement was arrived at on 15th April 1952. A statement containing the terms of settlement is placed on the Table of the House. [*See* Appendix III, annexure No. 50.]

BORDER RAIDS

*621. **Shri Kasliwal:** Will the **Prime Minister** be pleased to state:

(a) the number of border raids throughout Indo-Pakistan border between Rajasthan and Sind and Bhawalpur during the years 1949, 1950 and 1951;

(b) the number of cattle heads lifted; and

(c) the estimate of loss in human life during these raids?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) to (c). The Government of Rajasthan have been asked to supply the information. It will be laid on the Table of the House as soon as it is received.

COMMUNITY PROJECTS IN MADRAS

*623. **Shri Muniswamy:** (a) Will the Minister of **Planning and River Valley Schemes** be pleased to state the centres selected for the starting of Community Projects in the Madras State?

(b) If so, of what types?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) and (b). Six projects have been allotted to Madras in the following districts:

(1) Kurnool—Cuddapah.

(2) Coimbatore.

(3) Malabar.

(4) East Godavari.

(5) South Kanara.

(6) Madurai.

OCCUPANTS OF EVACUEE PROPERTY

*624. **Giani G. S. Musafir:** Will the Minister of **Rehabilitation** be pleased to state:

(a) whether the unauthorised occupants of evacuee property who occupied such property after 22nd November, 1949, are being evicted from such buildings; and

(b) if so, what is the policy of the Government towards the occupants who became regular tenants of evacuee property after the 22nd November, 1949, where that property was declared as evacuee property afterwards?

The Minister of Rehabilitation (Shri A. P. Jain): (a) Yes.

(b) Such cases are being dealt with in accordance with sub-rule (1) of rule 14 of the Administration of Evacuee Property (Central) Rules 1950.

HOUSES IN PATELNAGAR

*625. **Giani G. S. Musafir:** Will the Minister of **Rehabilitation be pleased** to state:

(a) whether it is a fact that allottees of three-roomed quarters in Patel Nagar estimated at Rs. 7000 each were to be charged the exact amount of the cost of quarters;

(b) if so, what the exact cost of each quarter is;

(c) if it is less than Rs. 7,000, whether the allottee buyers have been refunded the excess amount; and

(d) if the answer to part (c) above be in the negative, when these quarters were built and how much more time is required to refund the said amount to the allottees?

The Minister of Rehabilitation (Shri A. P. Jain): (a) to (d). The intending buyers are in the first instance directed to deposit the average estimated cost. It is intended actually to charge only the average completion cost for each pattern of house. No refund has so far been made but will be made as and when found practicable and feasible.

HIRAKUD PROJECT

*626. **Shri B. N. Misra:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the acreage of land acquired so far for the Hirakud Dam Project; and

(b) the number of (i) persons and (ii) the families affected by the land acquired?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) and (b). The information is being collected from the Government of Orissa and will be laid on the Table of the House as soon as possible.

AGRICULTURAL FARM AT BURLA

*627. **Shri B. N. Misra:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the area of land used as agricultural farm under the Burla Colony of Hirakud Dam Project;

(b) since when the agricultural farm was started and what the amounts of expenditure and income from this are;

(c) whether the entire expenditure of this farm is met out of the funds of the Hirakud Dam Project; and

(d) the number of persons employed in the agricultural farm at Burla and their pay?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) 22 acres.

(b) The farm was started on experimental basis in *Kharif*, 1951 and closed down in the same season after a few months. The total expenditure incurred during that period was Rs. 9,098 and the income realized was Rs. 639.

(c) The expenditure incurred was charged to the Hirakud Dam Project.

(d) As the farm has already been closed down no staff is employed thereon at present.

QUARTERS FOR GOVERNMENT EMPLOYEES

*628. **Shri Achuthan:** Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether it is a fact that most of the Government servants in New Delhi of the lower income groups who have joined services as early as 1940 have not been provided with Government accommodation;

(b) the number of Government servants in the Secretariat with 5 or more years of service without Government accommodation in the following pay groups:

(i) up to Rs. 100/-.

(ii) Rs. 101—300/-.

(iii) Rs. 301—500/-.

(iv) Rs. 501 and above; and

(c) what are the immediate steps taken or likely to be taken to provide them with quarters?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) No.

(b) The information strictly according to the pay groups mentioned by the hon. Member is not available. The residences are classified according to pay groups with gaps smaller than those mentioned in the question and a statement containing the required information for the pay groups according to the classification of residences, which is even more detailed is placed on the Table of the House

(c) 500 flats for officers drawing less than Rs. 500 p.m. and 100 flats for officers drawing Rs. 500 or more p.m. are nearing completion. An equal number is to be constructed during the current financial year. It is proposed to repeat this programme for a few years subject to availability of funds. It is also proposed to modify the Allotment Rules to ensure allotment of some accommodation to unprovided officers with long years of service.

STATEMENT

Pay group	Number of Government Servants (excluding class IV Government servants) with five or more years of service and who have not been allotted Government accommodation.
Less than Rs. 75/- .	369
Rs. 75—99/- .	1,892
Rs. 100—149/- .	971
Rs. 150—199/- .	1,511
Rs. 200—249/- .	836
Rs. 250—349/- .	290
Rs. 350—499/- .	114
Rs. 500/- and above.	44

SILK (IMPORT)

*629. **Shri Madiah Gowda:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the quantity of silk imported yearly for the last five years;

(b) what efforts are made by the Government of India to make the production of silk self-supporting in India?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) 1947—6,37,819 lbs.

1948—18,53,730 lbs.

1949—2,60,987 lbs.

1950—7,12,696 lbs.

1951—12,14,618 lbs.

(b) The Government of India have constituted a Central Silk Board for the development of the silk industry. The Board receives grants-in-aid from Government which it utilizes among other things for affording financial assistance to State Governments in respect of schemes which have the approval of the Board.

DISPLACED PERSONS FROM KASHMIR

***630. Shri Hem Raj:** (a) Will the Minister of **Rehabilitation** be pleased to state the number of displaced persons families of Muzafferabad, Mirpur and Gilgit belonging to urban and rural areas residing in Yol camp?

(b) Are they being treated on the same footing as those coming from West Pakistan?

(c) How many of them have been rehabilitated so far and in what places?

(d) Do Government propose to rehabilitate them in the new found colonies to keep intact their social and cultural life?

The Minister of Rehabilitation (Shri A. P. Jain): (a) 1931.

(b) Yes.

(c) 768 families have so far been sent for rehabilitation on land in Rajasthan, Bhopal and Jammu and Kashmir State.

(d) Yes. Efforts are being made to keep these families together as far as possible.

ALLOTMENT OF HOUSES

***632. Shri Nand Lal Sharma:** Will the Minister of **Rehabilitation** be pleased to state how many Government servants amongst displaced persons have been allotted accommodation on hire purchase basis or instalment basis so far?

The Minister of Rehabilitation (Shri A. P. Jain): Separate figures about displaced Government servants who have been allotted accommodation on hire purchase basis are not available. The time and labour involved in collecting this information will not be commensurate with the results achieved.

HOUSES TO DISPLACED GOVERNMENT SERVANTS

***633. Shri Nand Lal Sharma:** Will the Minister of **Rehabilitation** be pleased to state:

(a) the steps being taken to allot houses to displaced Government servants on a permanent basis; and

(b) whether these Government servants can also be allotted accommodation on instalment basis or not?

The Minister of Rehabilitation (Shri A. P. Jain): (a) No special steps are being taken by the Ministry of Rehabilitation to provide accommodation to displaced Government servants. Accommodation is being provided to displaced persons on the basis of certain approved priorities. If displaced Government servants fall within these priorities they are allotted accommodation along with others.

(b) Yes, on the same terms as applicable to other refugees.

TEA GARDEN WORKERS IN TRIPURA

***634. Shri Biren Dutt:** Will the Minister of **Labour** be pleased to state:

(a) how many tea gardens have been closed in Tripura;

(b) what is the number of workers thrown out of employment owing to the closing down of the gardens; and

(c) whether any step has been taken by the Labour Department of Tripura to give relief to them?

The Minister of Labour (Shri V. V. Giri): (a) to (c). Information is being collected and will be laid on the Table of the House as soon as it is available.

DEMANDS OF MINE WORKERS

***635. Shri Ramananda Das:** Will the Minister of **Labour** be pleased to state:

(a) whether it is a fact that Indian National Mine Workers Federation asked several months back for the appointment of a new Conciliation Board with a view to effecting revision of the existing pay structure and remuneration of the coal-mine workers; and

(b) if so, what is the decision of the Government in respect of that representation?

The Minister of Labour (Shri V. V. Giri): (a) Yes. The Federation submitted a Charter of demands including a demand for revision of the existing Wage Structure and requested Government to refer the matters in dispute to a Conciliation Board or an Industrial Tribunal for settlement.

(b) All interests concerned are being consulted and Government hope to come to a decision soon.

COAL MINE WORKERS

***636. Shri Ramananda Das:** Will the Minister of **Production** be pleased to state:

(a) the steps contemplated by Government for meeting the situation arising out of the statutory reduction in the output of the metallurgical coal, resulting in the unemployment of a large number of coal mine workers; and

(b) whether Government have taken any steps for the employment of the retrenched coal mine workers?

The Minister of Production (Shri K. C. Reddy): (a) and (b). The steps to be adopted for the conservation of metallurgical coal are under examination by the Coal Board. Unemployment of a large number of coal mine workers need not be a necessary concomittant of any steps that may be taken in this behalf. If such a contingency were to be likely the Coal Board would doubtless make appropriate recommendations to meet such a situation, and Government will at that stage consider what action, if any, is necessary on their part.

MINIMUM WAGES ACT

***637. Shri Ramananda Das**: Will the Minister of **Labour** be pleased to state:

(a) when the Minimum Wages Act was passed;

(b) when it was to be implemented;

(c) in how many States it has been implemented and in how many industries upto April, 1952;

(d) whether Government propose to lay on the Table a statement containing detailed information regarding its implementation State-wise and industry-wise; and

(e) what is the last date for the implementation of the provisions of the Act?

The Minister of Labour (Shri V. V. Giri): (a) 9th February 1948.

(b) and (e). The 31st March, 1952 was the last date by which minimum rates of wages were to be fixed in respect of the employments mentioned in Part I of the Schedule to the Act, while such rates are to be fixed in respect of the employments mentioned in Part II of the Schedule before the 31st December 1953.

(c) and (d). A statement is placed on the Table of the House. [*See* Appendix III, annexure No. 51.]

MINING INDUSTRY

***638. Shri Kandasamy:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) when the committee appointed to enquire into the conditions of mining industry submitted its report to Government;

(b) whether Government have reached any decision regarding its recommendations;

(c) whether the Committee recommended any special scheme for the rationalisation of the working of our mines and also for their ownership; and

(d) if so, what are its recommendations and Government's decision thereon?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) No such Committee has been appointed by the Commerce and Industry Ministry.

(b) to (d). Do not arise.

RESEARCH ON EFFECTS OF IRRIGATION

***639. Shri Kandasamy:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the nature of the investigations which are expected to be carried on at the Poona Station for Central Water and Power Research; and

(b) whether such investigations include the effects of irrigation on erosion, silting, growth of salinity, improvement in fertility of soil, productivity, vegetation, local humidity, drainage facilities and malaria?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) The Central Water and Power Research Station, Poona, deals with the problems relating to:

(i) River and Canal Hydraulics.

(ii) Navigation.

(iii) Soils and soil Mechanics.

(iv) Concrete and material of construction.

(v) Statistics.

(vi) Hydraulic Machinery.

In addition, the Station also carries out model experiments on the designs and construction of masonry structures to effect economy and efficiency on the river valley projects in India and on the principal waterways and harbours in this country.

(b) The investigations in the Station include silting of the canals and growth of salinity only.

RESEARCH CENTRE FOR DEVELOPMENT OF ARID ZONES

***640. Shri Kandasamy:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) where the Research Centre for Development of Arid Zones will be located; and

(b) what is the nature of the studies which are to be made in it?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) The 'Indian Development and Research Centre' is proposed to be located at Jodhpur.

(b) The centre, when set up, will be engaged on the task of formulating an integrated programme for the optimum development of water resources of Rajasthan. It will also co-ordinate and continue the various aspects of work that are being carried out by the Central and different State agencies for the reclamation of the arid lands of Rajasthan. Geological, geophysical, hydrological and other related surveys and investigations will be taken up by this Centre.

COMMUNITY PROJECTS IN BIHAR

***641. Shri Jhulan Sinha:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the principles on the basis whereof Community Project Centres have been selected in Bihar State; and

(b) the nature of the schemes of development to be executed there?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) Attention is invited to my reply to Shri Ghamandilal Bansal's question No. 31 on the 19th May, 1952.

(b) These are basic types as defined in the "Community Projects—a Draft Outline."

KRISHNA RIVER VALLEY SCHEMES

***642. Shri Viswanatha Reddy:** Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) whether any decision has been reached regarding the priority to be given to the various Krishna River Valley Schemes that have been investigated; and

(b) if so, what is the order of priority?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) No.

(b) Does not arise.

Khaddar

***643. Shri Jhulan Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) if the *Khaddar* (handspun and handwoven cloth) Industry has been given any encouragement and protection by the Government of India and if so, the nature and extent thereof; and

(b) if any case of the breach of the provisions of the *Khaddar* Name Protection Act has come to the notice of the Government of India and if so, whether any action has been taken in respect thereof?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The Government of India have decided to purchase as far as possible one third of their requirements of cloth in the form of handloom products including *khadi*. During the year 1951-52, a sum of Rs. 2 lacs has been given as grants-in-aid to *khadi* producing centres for promotion of *khaddar* production.

(b) No such case has come to Government's notice.

WORKING HOURS OF JUTE MILLS

***644. Shri N. B. Chowdhury:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the working hours of jute mills in West Bengal have been reduced with effect from April, 1952; and

(b) if so, what are the reasons therefor?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Yes, Sir, with effect from 31st March, 1952.

(b) The mills increased their working hours in December 1951, but as increased production was not followed by an improvement in exports, the mills began to accumulate large stocks. It was, therefore, considered expedient to curtail production in accordance with the demand.

FERTILISERS PRODUCED AT SINDRI

***645. Shri N. B. Chowdhury:** Will the Minister of **Production** be pleased to state whether the artificial fertiliser produced in Sindri will be distributed through Government store or normal trade channels?

The Minister of Production (Shri K. C. Reddy): The entire production of the Sindri fertiliser factory till the end of 1952 has been placed at the disposal of the Ministry of Food and Agriculture who have taken it into their Central Fertiliser Pool for allotment to the State Governments, having regard to their demands. Distribution of the fertiliser within the States is the concern of the State Governments concerned and I regret I have no information at present about the arrangements made by them in this behalf.

The question of the arrangements for disposing of the Sindri fertiliser after 1952 will be considered in due course.

CHHATTISGARH LABOURERS IN TEA GARDENS IN ASSAM

***647. Shri B. N. Misra:** Will the Minister of **Labour** be pleased to state whether Government intend to appoint a special Committee to enquire into and report on the existing conditions of the labourers from Chhattisgarh employed in Assam Tea Gardens?

The Minister of Labour (Shri V. V. Giri): Government has no information regarding the conditions of labourers from Chhattisgarh employed in Assam Tea Gardens. Enquiries are, however, being made from the State Government and the Controller of Emigrant Labour. The question of appointing a special Committee to enquire into the conditions of these labourers will be considered on receipt of the information called for.

MAYURBHANJ GLASS WORKS

***648. Shri R. C. Majhi:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the Mayurbhanj Glass Works Ltd., Bahalda Road, Orissa, was running in order giving supplies to Government orders;

(b) if so, for what reasons the same is closed for the last few years; and

(c) what measures Government intend to take for starting it again?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) No, Sir.

(b) and (c). For lack of finances. It was understood some time ago that the Firm had applied to the Orissa Government for financial assistance. The Central Government are not contemplating any special measures.

MAYURBHANJ SPINNING AND WEAVING MILLS

***649. Shri R. C. Majhi:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) what amount was spent for establishing Mayurbhanj Spinning and Weaving Mills Ltd., Kuldiha (Orissa) and what was the amount invested by the State Government;

(b) what are the reasons for its not running till now; and

(c) what measures Government intend to prescribe for its running?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) to (c). The information is being collected.

LABOUR DISPUTES

***650. Shri K. K. Basu:** Will the Minister of **Labour** be pleased to state:

(a) the total number of industrial or labour disputes in Central Sphere undertakings sent to adjudication in 1950 and 1951 in each of the States of India;

(b) the total number of awards given;

(c) the number of such cases where the employer did not implement the award;

(d) the number of appeals preferred against the decision of Industrial Tribunal (i) to Appellate Labour Tribunal; (ii) to the High Court, or (iii) to the Supreme Court;

(e) the average period taken to adjudicate finally such disputes; and

(f) the number of workers involved?

The Minister of Labour (Shri V. V. Giri): Government referred for adjudication in 1950 and 1951 10 and 48 disputes respectively. The number of awards given by the Tribunals during the corresponding periods was 14 and 30 respectively. The average period taken to adjudicate such dis-

putes was about 6 months. The remaining information is being collected and will be placed on the Table of the House.

TRADE MISSIONS AND DELEGATIONS

104. Shri K. C. Sodhia: Will the Minister of **Commerce and Industry** be pleased to state:

(a) what Trade Missions and Delegations were sent abroad by Government during 1951-52; and

(b) what was the total expenditure incurred on them.

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Two delegations were sent to Burma and Ceylon in May and December, 1951 respectively to negotiate trade agreements with those countries. A third delegation was sent to England in January, 1952 in connection with the purchase of British East African cotton.

(b) Approximately Rs. 12,300.

AGRICULTURAL LOANS IN N. E. FRONTIER AGENCY

106. Shri Gohain: Will the **Prime Minister** be pleased to state:

(a) whether any scheme for granting agricultural loans in the current year to the people of the districts comprising the North East Frontier Agency has been approved; and

(b) if so, the amounts proposed to be distributed in the current year in each of the districts?

The Prime Minister (Shri Jawaharlal Nehru): (a) and (b). Information on the subject is being collected and will be placed on the Table of the House in due course.

ANTI-EROSION MEASURES IN ABOR AND MISHMI HILLS

107. Shri Gohain: Will the **Prime Minister** be pleased to state:

(a) whether any anti-erosion measures are going to be taken in the Dehang and Lohit rivers in the Districts of Abor Hills and Mishmi Hills;

(b) the places where such measures are contemplated to be taken; and

(c) the amount of expenditure involved in the scheme?

The Prime Minister (Shri Jawaharlal Nehru): (a) to (c). Information on the subject is being collected and will be placed on the Table of the House as soon as it is ready.

INDO-DUTCH TRADE AGREEMENT

108. Dr. Ram Subhag Singh: Will the Minister of **Commerce and Industry** be pleased to state whether it is a fact that an Indo-Dutch trade agreement is soon going to be concluded with a view to increasing the trade between the two countries?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): No, Sir. There is no such proposal under Government's consideration.

EXPORTS

109. Dr. P. S. Deshmukh: Will the Minister of **Commerce and Industry** be pleased to state the quantity and value of the export of jute, jute goods, cement, coal, textiles, tea and coffee in each of the years 1949, 1950 and 1951?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 52.]

ENTRY OF FOREIGNERS INTO INDIA (REGULATION)

110. Dr. P. S. Deshmukh: Will the **Prime Minister** be pleased to state:

(a) whether any rules have now been framed for the regulation of the entry of foreigners into India;

(b) whether, and on what conditions foreigners can (i) obtain employment in India; (ii) enter into partnership with any firm in India; and (iii) start business of their own;

(c) whether Government have examined the position of Indians in each of the foreign states from which the foreigners have come;

(d) in how many cases reciprocal facilities are available;

(e) in how many foreign states similar facilities are available to Indians, and

(f) what efforts, if any, have been made so far to get the same?

The Prime Minister (Shri Jawaharlal Nehru): (a) No new rules have been framed for the entry of foreigners in India. Such rules already exist. In this connection the attention of the hon. Member is invited to the reply given to him by the late Sardar Vallabhbhai Patel on the 19th February 1948 to Part (a) of his starred question No. 352.

(b) No conditions have been prescribed for the foreigners (i) to obtain

employment in India; (ii) enter into partnership with any firm, and (iii) start business of their own.

(c) to (f). Generally the yardstick used for measuring the exchange of such facilities between India and foreign countries is "reciprocity".

PRICES OF TEXTILES

111. Dr. P. S. Deshmukh: (a) Will the Minister of **Commerce and Industry** be pleased to state whether there has been any reduction in the prices of various textiles, recently?

(b) If so, what are they?

(c) What is the percentage of reduction in the prices of the four qualities of textiles, *viz.*, coarse, medium, fine and superfine?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) to (c). Prices of fine and superfine cloth were reduced in April, 1952, the reductions ranging from 6·25 per cent. to 7 per cent. in the case of fine varieties and 6 per cent. to 10·12 per cent. in the case of superfine varieties were affected.

Prices of coarse and medium cloth were reduced for the month of May, the reduction being 16 per cent. to 24 per cent. in the case of coarse cloth and 5 per cent. to 8 per cent. in the case of medium cloth, compared with the previous prices. In June, however, following an inquiry into the cost of manufacturing charges prices of coarse and medium cloth were revised leading to a slight increase of 0·93 per cent. to 2·59 per cent. in the case of coarse cloth and 0·7 per cent. to 1·6 per cent. in the case of medium cloth as compared with the May prices.

NASIK PRESS

112. Dr. P. S. Deshmukh: (a) Will the Minister of **Works, Housing and Supply** be pleased to state whether the new press at Nasik has started working?

(b) What is the cost of the machinery installed and how much has been spent on buildings including land, water, electricity and residential accommodation respectively?

(c) What is the number of persons employed in the press now and how many persons would be required when it starts working in full swing?

The Deputy Minister of Works, Housing and Supply (Shri Buragohain): (a) Yes, in a nucleus form.

(b) (i) Cost of machinery installed is Rs. 7,01,800.

(ii) Cost of building:—

Permanent buildings for the Press and for residential purposes have not yet been constructed. Lahore sheds have been rented for temporary use on a monthly rent of about Rs. 1,600. Water supply is being obtained from the Central Railway, and electricity from the local Electric Supply Company on payment of the usual charges. Residential accommodation for a certain proportion of the staff has been obtained from the State Government Distillery at Nasik, the rent of which is paid by the allottees.

(c) The number of persons employed at present is 99. Eventually the press is expected to have a staff of about 1,200 persons.

TECHNICAL TRAINING CENTRE

113. Dr. P. S. Deshmukh: (a) Will the Minister of **Labour** be pleased to state the number of Technical Training Centres that were working in 1946-47, 1947-48, 1948-49, 1949-50, 1950-51 and 1951-52?

(b) Has the position of these training centres been examined by the Planning Commission?

(c) If so, is it proposed to increase their number or to reduce them?

The Minister of Labour (Shri V. V. Giri): (a) The number of Technical Training Centres that were working under the Ministry of Labour were as follows:—

1946-47	69
1947-48	87
1948-49	88
1949-50	82
1950-51	60
1951-52	52

(b) Yes.

(c) No, but the position will be reviewed from time to time.

WIRELESS RECEIVING SETS (IMPORT)

114. Dr. P. S. Deshmukh: (a) Will the Minister of **Commerce and Industry** be pleased to state the total number of wireless receiving sets imported into India from different countries during the years 1949-50, 1950-51 and 1951-52?

(b) What was the aggregate value of these imported sets?

(c) What was the amount of import duty derived from the import of these sets?

(d) What was the total number of wireless receiving sets manufactured in India during each of these years?

(e) What is the estimate of their aggregate value?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) to (e). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 53.]

BROADCASTING MACHINERY

115. **Dr. P. S. Deshmukh:** (a) Will the Minister of **Information and Broadcasting** be pleased to state the value of the broadcasting machinery imported into India in each of the years 1950-51 and 1951-52?

(b) Is it a fact that for want of technicians the machines were lying in the Ports for very long time?

(c) What was the period they were lying in this condition?

(d) Is it a fact that there is still some equipment which has not been put to use?

(e) Have Government examined at any time what machinery was available in the Disposals Directorate?

(f) Have Government obtained any machinery from the Disposals Directorate?

(g) If so, when, what was that machinery and what was its book value?

(h) When was it obtained?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The cost of broadcasting equipment imported during:

(i) 1950-51 was Rs. 7,57,285.

(ii) 1951-52 was Rs. 6,95,600.

(b) and (c). No; the above equipment was mostly maintenance stores to meet the normal requirements of All India Radio's existing Stations, except one record processing plant which could not be installed for want of accommodation; arrangements for the installation of the Plant at Delhi during the present financial year are in progress.

(d) Besides the record processing plant, some of the maintenance stores are in stock to meet future requirements. It may be added that some transmitting and studio equipment imported earlier in connection with All India Radio's 8-Year Development Plan have had to be kept in storage on account of financial stringency.

(e) Yes.

(f) Yes.

(g) The machinery was purchased from 1947 onwards and included Transmitters, Receivers, electrical measuring equipment and tools. The total cost of equipment taken over was Rs. 1,84,463. The book value of these items is about five times the amount paid.

(h) In lots, every year, since 1947.

YARN PRICES

116. **Dr. P. S. Deshmukh:** (a) Will the Minister of **Commerce and Industry** be pleased to state the control price of yarn of various counts in the years 1949-50, 1950-51 and 1951-52?

(b) Has there been any reduction in the prices of yarn recently?

(c) If so, what are the prices now in each case?

(d) What is the percentage of reduction?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a), (c) and (d). Statements are laid on the Table of the House. [*See* Appendix III, annexure No. 54.]

(b) Yes, Sir.

CYCLES (PRODUCTION AND IMPORT)

117. **Dr. P. S. Deshmukh:** (a) Will the Minister of **Commerce and Industry** be pleased to state the number of cycles produced in India in each of the years 1950 and 1951?

(b) What was the number of cycles imported into India in these two years and the value in rupees in each case?

(c) Are permits necessary for importing cycles?

(d) If so, how many permits were granted and for how many cycles in each case?

(e) What are the prices of the various makes of cycles produced?

(f) What are the cycle parts that enjoy protection?

(g) Does it cover all parts manufactured in India?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) 1950—103,153

1951—114,275

(b) Quantity	Value
1950—109,593	Rs. 96,72,000.
1951—273,437	Rs. 264,97,000

(c) Yes Sir.

(d) No. of licences	Value Rs. lakhs	No. of cycles licensed.
1950—1,899	266.79	*266,790
1951—2,444	259,04	*259,040

*Calculated on the basis of Rs. 100 per cycle.

(e) The controlled prices of indigenous cycles are as follows:—

Hind (Standard)	...	Rs. 143/8
Hercules (India)	...	Rs. 205
Eastern Star	...	Rs. 177
Zebra	...	Rs. 177
Army	...	Rs. 177
Atlas	...	Rs. 177

(f) All the cycle parts that go into the assembly of complete bicycles enjoy Tariff Protection.

(g) Yes, Sir.

EMPLOYMENT

118. **Shri Jhunjhunwala:** (a) Will the Minister of **Planning and River Valley Schemes** be pleased to state whether the Commission, during the period they were engaged in planning till now, have studied the problem of giving full employment to people?

(b) If the reply to part (a) above be in the affirmative, what is the decision they have arrived at on the point?

(c) What is the number of persons fully employed during the whole year?

(d) What is the number of people seasonally employed?

(e) What do the people, who are seasonally employed, do when they are discharged from their work?

(f) Has the Planning Commission considered the question of annual increase of population in India?

(g) Do Government propose to check this increase?

(h) If so, what are the steps Government propose to take to tackle this problem?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) Yes.

(b) Full employment can only be achieved by the development of the economy of the country, which is the objective of the Five Year Plan. To the extent that there are limitations in the rate at which development can take place there are limitations also in providing full employment.

(c) The information is not readily available.

(d) Under the Factories Act of 1948 the distinction between seasonal and perennial factories has been abolished and so the number of people seasonally employed cannot now be furnished.

(e) Government have no precise information.

(f) Yes.

(g) and (h). A Population Policy Committee has been formed to advise Government on the policy to be adopted on the question of control of population. The recommendations of the Committee are awaited.

COTTON

119. **Pandit M. B. Bhargava:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total quantity and value of each variety of cotton, short, medium and long staple, grown in India during the years 1949, 1950 and 1951;

(b) the total value and quantity of cotton of each variety imported into India from outside and exported out of India during the three years;

(c) the total value and quantity of each variety required for consumption in India in the textile industry during the three years; and

(d) by which date India is expected to be self-sufficient for its home consumption in each variety of cotton?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) to (c). Statements are laid on the Table of the House. [*See* Appendix III, annexure No. 55.]

(d) No definite date of self-sufficiency can be given.

CLOTH AND YARN

120. **Pandit M. B. Bhargava:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total quantity and value of each variety of cloth and yarn (coarse, medium, fine and superfine), produced in India during the years 1949, 1950 and 1951;

(b) the total quantity and value of each variety of cloth and yarn (coarse, medium, fine and superfine), imported into India and exported out of India in the three years;

(c) the total quantity and value of stock of each variety of cloth and yarn at the commencement of the year 1952; and

(d) the total quantity and value of each variety of yarn and cloth, (medium, coarse, fine and superfine), consumed in India during the three years and the approximate value of

cloth and yarn necessary for consumption in the year 1952?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) to (d). Statements are laid on the Table of the House. [*See* Appendix III, annexure No. 56.]

EXPERT COMMITTEE ON PRESSES

121. Dr. Ram Subhag Singh: (a) Will the Minister of **Works, Housing and Supply** be pleased to state whether the Expert Committee appointed by the Government of India to enquire into the re-organization of Government presses has submitted its report?

(b) If so, what are the chief recommendations?

The Deputy Minister of Works, Housing and Supply (Shri Buragohain): (a) Yes, Sir.

(b) Attention of the hon. Member is invited to the Ministry of Works, Production and Supply Resolution No. S&P-781(14)/51, dated the 8th May 1952 published in Part I Section 1 of the *Gazette of India* dated the 17th May 1952.

HIRAKUD DAM PROJECT

122. Dr. Natabar Pandey: Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the total expenditure incurred till the 31st December, 1951, in connection with the Hirakud Dam Project; and

(b) out of the amount referred to in part (a) above, what amount has been spent on:

(i) the construction of buildings;

(ii) construction of the combined rail road bridge across the Mahanadi and its approaches;

(iii) construction of the roads and the railway sidings;

(iv) the erection of workshops and power houses;

(v) digging of canals; and

(vi) establishment charges?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) Rs. 11·68 crores approximately.

(b) (i) Rs. 91·67 lakhs excluding expenditure on workshops and power house.

(ii) Rs. 59·42 lakhs. This amount is not included in the figures mentioned at (a) above as the amount is debitable partly to the National Highway No. 6 and partly to the Hirakud Dam Project. The question of apportionment of the expenditure between Hirakud Project and National Highway No. 6 is still under consideration.

(iii) Rs. 32·11 lakhs.

(iv) Rs. 17·00 lakhs.

(v) Rs. 60·66 lakhs.

(vi) Rs. 83·91 lakhs.

COAL TO PAKISTAN

123. Shri K. C. Sodhia: (a) Will the Minister of **Production** be pleased to state how much coal was supplied to Pakistan during 1951-52?

(b) Was the supply made on barter basis or in cash?

(c) If on barter basis, what commodities were accepted in exchange and how much of each has been received?

(d) Have the accounts been cleared?

The Minister of Production (Shri K. C. Reddy): (a) 11,81,228 tons (during the period 1st April 1951 to 31st March 1952).

(b) Supply was made on a cash basis.

(c) The question does not arise.

(d) Yes. We have received full payment.

PROJECTS AT CHHIPLIMA

124. Dr. Natabar Pandey: Will the Minister of **Planning and River Valley Schemes** be pleased to state:

(a) the total extent of land acquired so far in connection with the subsidiary dam and power channel and allied projects at Chhiplima and the neighbouring villages under the Hirakud Dam Project; and

(b) whether after the total or partial abandonment of the subsidiary dam and power channel, Government have decided to return the land acquired?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) 3,854 acres.

(b) As the work on the Subsidiary Dam and Power Channel has only been postponed to a period beyond 1955-56, the question of surrendering the land already acquired does not arise at present.

TREATIES OF FRIENDSHIP

125. Shri Gurupadaswamy: Will the **Prime Minister** be pleased to state which are the countries with which India has concluded treaties of friendship?

The Prime Minister (Shri Jawaharlal Nehru): The Government of India have concluded Treaties of Friendship with the following foreign countries:

(1) Afghanistan.

(2) Iran.

(3) Burma.

(4) Switzerland.

(5) Nepal.

इस्पात

१२६. श्री आर० एस० तिवारी : क्या वाणिज्य तथा उद्योग मंत्री यह बतलाने की कृपा करेंगे :

(क) भारतीय इस्पात उत्पादक कारखानों द्वारा १९५१ वर्ष में उत्पादित इस्पात की मात्रा ;

(ख) इस प्रकार उत्पादित इस्पात के विविध विभागों के लिए नियत किये गये अम्यंश ;

(ग) विभागों द्वारा नियत अम्यंश में से उपयोग में लायी गयी वास्तविक मात्रा और उपयोग में न लायी गयी मात्रा ; और

(घ) वह प्रक्रिया जिसके द्वारा भारत सरकार यह पता लगाती है कि एक विभाग के लिए नियत किये गये अम्यंश उसके द्वारा उचित रूप में अपने ही काम में लाये गये हैं ?

STEEL

[**126. Shri R. S. Tiwari:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the quantity of steel produced by the Indian Steel-producing factories during the year 1951;

(b) the quotas of steel thus produced allotted to the various Departments;

(c) the actual quantity out of the allotted quota that was utilised by the various Departments and the quantity that was not utilised; and

(d) the procedure by which the Government of India ascertains whether or not the quota allotted to a Department has been properly utilised for its own purposes?]

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) 1,073,600 tons.

(b) and (c). A statement is attached. [*See* Appendix III, annexure No. 57.]

(d) All authorities to whom quotas are allotted have been enjoined to ensure that their allotments are properly utilised. For this purpose powers under the Iron and Steel (Control of Production and Distribution) Order, 1941, have been delegated to all State Governments to enable them to call for returns, enter, search and inspect premises. The position is reviewed every quarter at a meeting of all quota holders so that such adjustments as may be necessary from time to time are made.

चीन को सांस्कृतिक प्रतिनिधि मंडल

१२७. श्री आर० एस० तिवारी : (क) क्या प्रधान मंत्री यह बतलाने की कृपा करेंगे कि पिछले महीने चीन भेजा गया सांस्कृतिक प्रतिनिधि मंडल किन किन स्थानों पर गया है?

(ख) क्या पेकिंग में एक चीन-भारत मैत्री संघ बनाया गया है?

(ग) कथित संघ की बैठक कब और कहां संपन्न होगी ?

CULTURAL DELEGATION TO CHINA

[**127. Shri R. S. Tiwari:** (a) Will the **Prime Minister** be pleased to state which places have been visited by the Indian Cultural Delegation sent to China last month?

(b) Has a China-India Friendship Organisation been set up at Peking?

(c) When and where will the meeting of the said organisation be held?]

The Prime Minister (Shri Jawaharlal Nehru): (a) A copy of the tour programme of the Delegation is placed on the Table of the House. [*See* Appendix III, annexure No. 58.]

(b) and (c). Yes. The organization was inaugurated in Peking on the 16th May. The Government of India have no information about the future meetings of this organisation.

LABOUR EXCHANGE SERVICE

128. Shri Kandasamy: Will the Minister of **Labour** be pleased to state:

(a) whether Government have reached any decision regarding the putting of the Labour Exchange service on a permanent basis;

(b) whether the personnel employed in the Directorate and Exchanges have been made permanent; and

(c) for how long these people have been kept on temporary basis and how many of them are employed on such temporary basis?

The Minister of Labour (Shri V. V. Giri): (a) and (b). No, Sir.

(c) The entire staff has been on a temporary basis from the inception of the Resettlement and Employment Organisation, *i.e.*, since July, 1945.

JONK RIVER DAM PROJECT

229. **Shri B. N. Misra:** Will the Minister of Planning and River Valley Schemes be pleased to state:

(a) whether the survey of the Jonk River Dam Project in Madhya Pradesh is complete; and

(b) if the reply is in the affirmative, by what time the construction work of the Dam and the irrigation channel of the said Project will be started?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) No, Sir.

(b) Does not arise.

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THE PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Monday, 9th June, 1952

The House met at a Quarter Past Eight of the Clock.

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(*See Part I*)

9-15 A.M.

RAILWAY BUDGET—DEMANDS FOR GRANTS

DEMAND NO. 9A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Speaker: We will now proceed with the Railway Budget. I understand that it is agreed that Demand No. 9A will be taken up today and five cut motions will be moved.

Motion is:

"That a sum not exceeding Rs. 2,61,31,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Labour Welfare'."

Compensation to dependents of railway workers

Shri N. R. Naidu (Rajahmundry): I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

Mr. Speaker: Cut motion moved:

"That the demand under the head 'Ordinary Working Expenses

—Labour Welfare' be reduced by Rs. 100."

Policy of the Government

Shri Nambiar (Mayuram): I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

Mr. Speaker: Cut motion moved:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

Labour Welfare Policy

Shri T. K. Chaudhuri (Berhampore): I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

Mr. Speaker: Cut motion moved:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

Provision for more Schools etc.

Shri Barrow (Nominated—Anglo-Indians): I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

Mr. Speaker: Cut motion moved:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

Welfare Services

Shri S. S. More (Sholapur): I beg to move:

"That the demand under the head 'Ordinary Working Expenses

[Shri S. S. More]

—Labour Welfare' be reduced by Rs. 100."

Mr. Speaker: Cut motion moved:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

These cuts are now before the House for discussion. I am told that Demand No. 15 is also an agreed one. But then, when has it got to be discussed? There must be allocation of time. I believe today is the last day for these demands.

Shrimati Sucheta Kripalani (New Delhi): Up to 11-30 for Demand No. 9A.

Mr. Speaker: Very well. That means the discussion will go on upto 11-15 or 5 minutes earlier than that—11-10. All these are now before the House. Thereafter we shall have Demand No. 15 and Cut No. 362. This is the only cut I believe.

Shri R. N. S. Deo (Kalahandi-Bolangir): On Demand No. 15 I have got a cut. No. 429.

Mr. Speaker: It is outside the agreement. I have no objection to take it up.

Shri R. N. S. Deo: I do not know how the agreement was arrived at. We were not consulted.

Shri Nambiar: I think what is proposed by the hon. Member can also be discussed under cut No. 362.

Mr. Speaker: Well, I do not know that. But time permitting we shall have it but I do not expect that we shall be able to finish before the time today.

Shrimati Sucheta Kripalani: We have no objection to discuss that.

Mr. Speaker: The question is of time. If time permits, we can take that up. Anyhow we may decide that later on. Now we want to proceed. Sardar Hukam Singh.

Sardar Hukam Singh (Kapurthala-Bhatinda): I am taking up Demand No. 9A—Ordinary Working Expenses —Labour Welfare. If we only glance at the working conditions, the service conditions and the wages of the real labourer in the railway, certainly we will find, that their condition requires much of attention.

Mr. Speaker: Order, order. Will he come to this side? There is constant humming in the House.

Sardar Hukam Singh: I began by saying that when we glance at the working conditions, the service conditions and the wages of the real workers in the railway who have created, I should say, along with others a surplus of Rs. 163 crores, then the condition that is revealed will certainly lead us to conclude that the administration has been somewhat careless and the attempt of the railway has been semi-colonial to these labourers. They have not attended towards their conditions and the betterment of their fate. As against Rs. 5,000 per mensem which is paid to the Chief Commissioner of Railways and Rs. 4,000 to a Member of the Board, the average class IV employee gets Rs. 1,150 a year for workshop labour and only Rs. 850 a year for non-workshop labour which comes—when worked out—to Rs. 100 per mensem in the former case and Rs. 75 in the latter. When the cost of living is looked at, we find that at present the index is 439 if the basis were the year 1939 and we also have to look towards the recommendations that were made even in 1939 which was the basic year. We will find that the wages of ordinary railway worker so far as factory was concerned should be at least Rs. 125 and so far as the other labour was concerned, it should be not less than Rs. 80. And I have to submit that with the withdrawal of this food subsidy perhaps his fate would become worse.

Then again, medical aid is supplied to the railway worker. He is attended to. But my submission is that the aid given is not adequate. And even in one year 1950-51 6,56,800 man days were lost to the Railway on account of sickness alone.

Coming to the other facilities like housing which the worker is to get, I have to submit that the third class employee is not given a free house. Then, we have educational facilities for the workmen on the railways, but it is only for the children of the workmen that they are given, and a nephew or other dependant of a workman does not get admission in the schools even if there are vacancies and admission could be allowed. Then there are still 80 per cent. of railwaymen who have no quarters at all. The new project that we are now having would only touch the fringe of the problem, and it certainly requires larger

amounts to be applied for this purpose, instead of amassing huge wealth in the various funds.

Then, Sir, I have again to come to another kind of labourer, who is not, I should say, as a class strictly employed by the railway itself; but his condition is more pitiable than that of any other worker in the country. We have heard here so many times that *biswadari* should be abolished, that *zamindari* should be extinguished; and from every side we have heard that this undiluted evil of the intermediary must go. I must bring to the notice of the House that there is another intermediary in the railway who is worse, and the labourers who work for the passengers or provide other facilities are in a condition which provokes our pity. There is the system of vendors being employed by the railway contractor. Now, these vendors work from day till night; I can say that some of them have to work 24 hours. I have seen, and I am sure others also must have seen, some of the vendors squatting on the floor in the middle of the night attending to their baskets or carts or whatever they have got. Some use passenger benches to steal a nap during the night; others are found snoring while sitting. But all of them have to be attentive when the train arrives and to go round. And for all the labour they put in, what do they get? Has the railway attended to the provision of facilities for them? Has the railway ascertained whether they get proper remuneration for the work which they do? I have to submit that they do not get even a bare livelihood. They cannot earn enough for their children. It is the contractor that takes away the whole amount. And that intermediary can be distinguished from the *biswadar*, because at least so far as the land tenure system is concerned, the *biswadar* gives the land to the labourer, but in this case the contractor does not give anything He has only to please the boss and win his favour, and then he can go on doing as he likes. If we take the case of Delhi Railway Station, the contractor has only to pay Rs. 2 in the case of a cart vendor and Rs. 3 in the case of a stall per month. But what does he get from the vendor? The vendor has to pay from Rs. 5 to Rs. 10 per *day* to the contractor. And what does the contractor contribute? No capital; no investment; nothing of the sort. He has only to sit silently and grab Rs. 1,000 or Rs. 1,200 a day without doing anything. The poor vendor is fleeced of everything that he gets, and therefore he has to resort to certain methods: the things that he sells must be inferior; the rate that he charges must be higher; and the weight that he gives must be less. And the passenger, because he is in a hurry, has to accept all that; or he has to wait till the next halt comes. But there he is disappointed, because he has to face worse conditions, and he repents and he thinks that he must have bought the things at the previous station. Most of the passengers have no time to make complaints. Probably they do not know where to file the complaints, and even if they have found out where to make them, there is nobody to listen to them, because the official is interested, and if he is not interested himself, his boss is interested, and therefore nobody would interfere. But in a rare case supposing the gentleman complaining has a status which cannot be ignored, then certainly the complaint would be heard. But who would be the person punished? Not the contractor, but the poor vendor; his licence would be taken away by the contractor himself, and perhaps given to another man for a higher charge. In these circumstances these poor people have nothing to complain against. They have to work under these conditions day and night, and nobody is there to listen to their complaints. This is carried on at every railway station. This is corruption which must be checked. Huge amounts are made by these contractors. The railway authorities have not attended to them. I beg to submit that in these cases, when these contracts are given, there are no auctions, and no tenders are invited, and no notice is given. The contractor has only to please the boss who is in charge of giving contracts. And these contractors are experts in adopting methods which satisfy the bosses. Different methods may be adopted at different places and with different persons: it might be cash that might be paid: it might be only presents that might be given; it might be other methods that might be adopted. But the contractors have only to please their bosses in order to get the contracts. And once the contractor gets it, then there is nobody to oust him and he enjoys all the benefits without giving anything to these poor vendors. I submit for the consideration of the Railway Minister that he should take steps to eradicate this evil and remove this monopoly. It would be for the benefit of those labourers as well as of the travelling public.

Then there is another matter which I want to bring to the notice of the Railway Minister under the head "Demand No. 15—Construction of New

[Sardar Hukam Singh]

Lines—Capital and Depreciation Fund", and that is only about the linking of Moga railway station on the Ferozepore-Ludhiana railway line with Bhatinda. These are two important stations. Moga is a grain market of very great importance, and since the partition it has assumed additional importance because all those people that came from Montgomery side and had to cross the Ferozepore border have settled down on that line. Ferozepore is a surplus area producing large quantities of grain and therefore this market of Moga has assumed additional importance now. Bhatinda is already a railway junction which is perhaps one of the biggest in Northern India. Between these two railway stations of very great importance there are no direct links—no direct roads even. Therefore, if a person from Kapurthala, Jullundur or Amritsar has to go to Bhatinda side, he has to take a very long and circuitous route. Even from Moga to Bhatinda, we have to go to Ferozepore first and then take the other line. This is of the utmost importance. These two railway stations should be connected together as soon as possible. Traffic would be promoted, business would be encouraged, and if the railway is determined to get more profits make a good contribution, and I beg of the Railway Minister to consider it as early as possible.

श्री चतुर्वेदी : माननीय अध्यक्ष महोदय, मैं एटा ज़िले का रहने वाला हूं और उत्तर प्रदेश में एटा एक ऐसी जगह है जहां कि रेलवे लाइन नहीं है। मैं ने माननीय रेलवे मिनिस्टर साहब के पूरे बजट को खूब अच्छी तरह पढ़ा और मैं उन को बता देना चाहता हूं कि बजट अच्छा है लेकिन मुझे आप के ज़रिये से उन की सेवा में निवेदन करना है वह इस अहम बात के ऊपर, इस ज़रूरी चीज़ के ऊपर खास तवज्जह दें कि एटा ज़िले में रेलवे लाइन नहीं है। मैं ने उत्तर प्रदेश में पता लगाया तो देखा कि उत्तर प्रदेश के सारे डिस्ट्रिक्ट हैडक्वार्टर्स (District Headquarters) में रेलवे स्टेशन है, सिवाय हिल एरिया (Hill Area) के कोई ऐसा हैडक्वार्टर नहीं है जहां रेलवे स्टेशन न हो। इसलिये मेरा नम्र निवेदन है कि जल्द से जल्द एटा में रेलवे स्टेशन खोला जाये।

दूसरी बात, अध्यक्ष महोदय, मुझे यह भी कहनी है कि जो आज कल यहां पर माननीय रेलवे मंत्री हैं वह हमारे यहां पहले ट्रांसपोर्ट मिनिस्टर (Transport Minister) भी रह चुके हैं और अक्सर जब वह एटा आया करते थे तो हमेशा यह कहा करते थे कि यह ज़िला एक ऐसा है जहां कि रेलवे लाइन ज़रूर होनी चाहिये और हम लोगों ने उन से कहा कि आप ही लोग इस की कोशिश कर सकते हैं। यह हमारा सौभाग्य है कि आज वह खुद रेलवे मिनिस्टर हैं, लिहाज़ा मैं उन से इस की ज़रूरत और अहमियत पर क्या कह सकता हूं, क्योंकि उन्हें खुद ही मालूम है। मुझे यह बात अच्छी तरह से मालूम है कि जब सारे हिन्दुस्तान के लिये नई रेलवे लाइनें बनाने के प्रश्न पर विचार किया जायगा तब मुमकिन है कि कुछ मुश्किलात सामने आवें क्योंकि एक उत्तर प्रदेश ही खाली ऐसा नहीं है जहां कि ज़रूरत को देखा जाय बल्कि और भी बड़े बड़े मसले हिन्दुस्तान के हैं जो सामने आ सकते हैं परन्तु मेरा बहुत नम्र निवेदन है कि इस मसले पर भी ग़ौर किया जाय।

अध्यक्ष महोदय, सन् १९१० और १९११ से एटा ज़िले की रेलवे लाइन के बारे में फ़ाइलें चल रही हैं और एक दफ़ा सन् ११ या १२ में सर्वे भी हो चुका है और बिल्कुल तय था कि वहां रेलवे स्टेशन खोला जायेगा लेकिन उस के बाद लड़ाई शुरू हो गई और वह स्कीम ड्राप (drop) हो गई। सैकेंड वार से पहले भी यह चीज़ छेड़ी गई और फिर सैकेंड वार के शुरू हो जाने से ड्राप हो गई। अब सन् ४२ से

फिर यह फ़ाइल चल रही है और इस के बारे में प्राविंशियल गवर्नमेंट और रेलवे बोर्ड से जो खतोकिताबत हुई थी उस के बहुत से काग़ज़ात मेरे पास हैं। हमारे सूबे के जो पी० डब्ल्यू० डी० (P.W.D.) के मिनिस्टर हैं उन्हों ने इस की बहुत सिफ़ारिश की और बहुत ज़ोरों से बताया कि यहां रेलवे लाइन बहुत ज़रूरी है। उन्हों ने यह सिफ़ारिश अच्छी तरह से जांच पड़ताल करके भेजी थी। रेलवे बोर्ड ने अपने किसी एक इंस्पेक्टर को वहां भेजा जिस ने कि जांच की लेकिन हम लोगों को उस जांच से संतोष नहीं है। मेरा निवेदन यह है कि उस की ठीक से जांच कराई जाय और वहां रेलवे लाइन खोलने का प्रयत्न किया जाय।

यह कहा जा सकता है कि एटा ज़िला रोडवेज़ (Roadways) की गाड़ियों से कनेक्टेड (connected) है। मेरा नम्र निवेदन है कि एटा-अलीगढ़, एटा-आगरा और एटा-कासगंज तो कनेक्टेड हैं लेकिन बाकी जो एरिया है वहां कोई बस सर्विस नहीं है, कोई ट्रांसपोर्ट नहीं है। एटा ज़िला एक बढ़ता हुआ ज़िला है, वहां अच्छी मंडियां हैं, व्यापार भी अच्छा है अगर रेलवे स्टेशन खुल जायेगा तो इस में कोई शक नहीं कि वह किसी भी अच्छे ज़िले से मुकाबिला कर सकता है। एटा ज़िला में चार तहसीलें हैं। तीन तहसीलों में बिल्कुल ही कोई भी बस का या लारी का या कम्युनिकेशन (Communication) का ज़रिया नहीं है।

अध्यक्ष महोदय जी, एक बात इसी सिलसिले में मैं यह भी बता दूं कि एटा ज़िला बहुत बदनाम ज़िला है। कासिम रिज़वी एटा ज़िला का था या बड़े बड़े डकैत एटा ज़िले के थे। तो मेरा नम्र निवेदन यह है कि यह सब इस वजह से है कि वहां ठीक कम्युनिकेशन का इंतज़ाम नहीं है। ठीक कम्युनिकेशन हो जाने से कोई शिकायत का मौका नहीं मिलेगा। अभी शुक्रवार तथा वृहस्पतिवार दो रोज़ लाबी में मैं ने मार्क किया कि मैम्बर साहबान कह रहे थे कि यह जो सेशन (Session) था इस में त्रावनकोर-कोचीन और रायलसीमा ने डामिनेट (Dominate) किया और सिवाय इस के कोई बात नहीं हुई। इस लिये मेरा नम्र निवेदन है कि यह जो एक ब्लैक स्पाट (black spot) है इस की तरफ़ भी ......

The Minister of State for Finance (Shri Tyagi): No, not black. I belong to the same State; it is not black.

Mr. Speaker: That is the hon. Member's view. His view seems to be different from that of the hon. Minister.

श्री चतुर्वेदी : ब्लैक इस लिये मैं ने कहा कि वहां.....

Mr. Speaker: What he means is that it is dark on account of the absence of Railways.

The Minister of Communications (Shri Jagjivan Ram): "Blank spot" would be better.

श्री चतुर्वेदी : २९-४ को चीफ कमर्शियल मैनेजर से एक चिट्ठी गई थी उस को मैं पढ़े देता हूं।

> "In view of the facilities provided by the existing railways and roads in the area and the low anticipated financial return, the construction of the line has not been recommended to the Railway Board."

यह चिट्ठी गई थी। तो अब सवाल यह है कि रेलवे के होने से उस की एकानामिक कंडीशन (Economic Condition) बेहतर होगी या पहले एकानामिक कंडीशन बेहतर हो जाय तब रेलवे आयेगी। तो मेरा नम्र निवेदन यह है कि इस चीज़ की तरफ खास तौर से तवज्जह दी जाय। मैं आनरेबिल रेलवे

[श्री चतुर्वेदी]

मिनिस्टर साहब से निवेदन करूंगा कि वह इस बात पर ध्यान दें और हम लोगों का डेप्युटेशन (Deputation) मिला और वह अगर इस बारे में कुछ कर सकें तो मैं बहुत आभारी होऊंगा।

(*English translation of the above speech*)

Shri Chaturvedi (Etah Distt.—Central): Sir, I come from the District of Etah in Uttar Pradesh. Etah has no railway line. I have carefully gone through the Budget presented by the hon. Minister of Railways and I most earnestly request him to pay particular attention to this important aspect of constructing a railway line in Etah. I find that barring the hill area there is no district headquarter in Uttar Pradesh that may not be linked with railway. It is therefore my humble request that Etah should be made a railway station.

Here, Sir, I have to say one thing. Our present Railway Minister has been the Minister of Transport in Uttar Pradesh and whenever he used to come to Etah, he always said that Etah must have a railway line. It is our goodluck that he is now the Minister of Railways here. I hardly need emphasize the importance of this matter for he himself is aware of it. I quite realize that when the question of laying railway lines will be considered on all-India basis, there might crop up many difficulties for, after all, we have not merely to look to the needs of Uttar Pradesh alone but have to solve the question on a wider basis. But it is my earnest request that due attention be paid to this matter.

Sir, files have been moving since 1910 or 1911 in connection with construction of a railway line at Etah. Once in 1911 or 1912, a survey was also carried out and it was decided to make Etah a railway station. But subsequently World War I intervened and the scheme was dropped. The file was re-opened in 1942 and I have got the papers of the correspondence that has since taken place between the State Government and the Railway Board. The Minister for P.W.D. of our State strongly recommended and fully emphasized the need of a railway line at Etah. He made the recommendation after due enquiries. The Railway Board sent an Inspector there for making enquiries, but we are not satisfied with his report. I request that proper enquiries be made and no efforts should be spared to construct a railway line there.

It may be argued that Etah is connected with the buses of the U.P. Roadways. But only Etah proper is connected by bus service with Aligarh, Agra and Kasganj and the rest of area is without any means of transport. Etah is an expanding District with big markets and flourishing trade. With a railway connection it can without doubt compare well with any good district. There are four Tehsils in Etah District and in three of them there are no means of communication such as motor transport or any other.

May I Sir, in this connection also say that Etah is a very notorious District. Kasim Razvi belonged to Etah. Many notorious dacoits are also of Etah. All this is mostly due to absence of proper communications. For two days, on Thursday and Friday, I marked the hon. Members talking in the lobbies that the only important thing in this Session has been that Travancore-Cochin and Rayalaseema have dominated the scene. So it is my humble request that towards this black spot also. . . .

The Minister of State for Finance (Shri Tyagi): No, not black. I belong to the same State; it is not black.

Mr. Speaker: That is the hon. Member's view. His view seems to be different from that of the hon. Minister.

Shri Chaturvedi: I said black because. . . . . .

Mr. Speaker: What he means is that it is black on account of the absence of Railways.

The Minister of Communications (Shri Jagjivan Ram): "Blank spot" would be better.

Shri Chaturvedi: A letter was sent on the 29th April by the Chief Commercial Manager. I shall read it—

> "In view of the facilities provided by the existing railways and roads in the area and the low anticipated financial return, the construction of the line has not been recommended to the Railway Board".

These were the contents of the letter. Now the question is whether the economic condition of that area would become better after construction of the railway line or the railway line should be constructed after the economic condition becomes better. I humbly request the Hon. Minister to give due consideration to my proposal. Our deputation has already met him in this connection and I shall be grateful if he could do something in the matter.

श्री रामजी वर्मा : माननीय अध्यक्ष महोदय, यह खुशी की बात है कि रेलवे आज हमारे सरकार के हाथ में है। आज यह किसी कैपिटलिस्ट (Capitalist) के हाथ में नहीं है, किसी कम्पनी के हाथ में नहीं है। किन्तु आज जिस प्रकार रेलवे सरकार के हाथ में है उस को ठीक से चलाने के लिये सिर्फ रेलवे बोर्ड (Railway Board) से काम नहीं चलने का है। मैं सरकार से प्रार्थना करूंगा कि एक नेशनल रेलवे कौंसिल (National Railway Council) कायम करे जिस में मैनेजमेंट (Management), लेबर (Labour) और कनज्युमर्स (Consumers) सब के प्रतिनिधि रहें। इस से कोई झगड़ा आप के पास बार बार न आये और सब झगड़े वहीं सुलझा दिये जाया करें वरना गोरखपुर जैसी घटना रोज़ घटेगी और आप के यहां आयेगी। स्टेट सरकार, लखनऊ की सरकार, कहेगी कि हमारे डी० ऐम० (D.M.) हैं वह निर्दोष हैं, हमारे मंत्री जी कहेंगे कि जी० ऐम० (G.M.) तो किसी पकड़ में आता नहीं। उस दिन हमें अफ़सोस हुआ जिस दिन गृह मंत्री जी ने जी० ऐम० की प्रशंसा करते हुए और उस की सफाई देते हुए कहा कि जी० ऐम० पांडे हैं और डी० ऐम० दुबे हैं इस लिये दोनों में कोई सम्बन्ध नहीं हो सकता है। मैं निहायत अदब के साथ यह सूचना गृह मंत्री जी को दे देना चाहता हूं क्योंकि वह हमारे बड़े बुजुर्ग हैं, हमारे प्रान्त के बहुत बड़े नेता रह चुके हैं, बहुत बड़े वकील हैं, किन्तु फिर भी जब वह कहते हैं कि दुबे और पांडे में कोई सम्बन्ध नहीं हो सकता है दोनों दो बिरादरी के हैं तो मैं कहूंगा कि माफ़ किया जाये दुबे और पांडे एक ही ब्राह्मण कौम की दो शाखायें हैं और इन में खूब सम्बन्ध हो सकता है।

मुझे मालूम नहीं है कि जी० ऐम० और डी० ऐम० का क्या सम्बन्ध है ? लेकिन मैं आप से कहता हूं कि आप उस केस की एक मर्तबा जांच कराइये, बहुत से गढ़े हुए मुर्दे उस से निकलेंगे। आप जांच कराने से इन्कार न कीजिये। मैं फिर मंत्री जी से यह प्रार्थना करूंगा कि गोरखपुर केस की आप एक मर्तबा निष्पक्ष जांच अवश्य करायें।

मुझे याद है कि हमारे एक माननीय ऐम० पी० श्री सिंहासन जी जो यहां बैठे हुए हैं उन से डी० ऐम० अक्सर इस मामले के बारे में बार बार मिलते थे। मुझे यह पता नहीं कि वह इन से क्या पूछते थे और यह उन को क्या राय देते थे। लेकिन इन लोगों की रिपोर्ट डी० ऐम० और सिंहासन जी के नाम से अलग अलग अखबारों में छप चुकी है। मुझे उस सारी रिपोर्ट को पढ़ने के लिये इस समय वक्त नहीं है। मैं माननीय मंत्री जी से निवेदन करूंगा कि वह उस रिपोर्ट को पढ़ें। वाकया यह है कि २३ तारीख को गोरखपुर में डी० ऐम० बुलाये जाते हैं और डी० ऐम० द्वारा लोगों को डिसपर्स (Disperse) होने का हुक्म दिया जाता है और इस पर लोग जाने लगते हैं। उस समय दस पांच आदमी पकड़ लिये जाते हैं। इस तरह की कार्यवाही से गोरखपुर में उत्तेजना और भी बढ़ती है और दूसरे दिन फिर करीब १०० आदमी पकड़ लिये जाते हैं। तीसरे दिन सरकार की ओर से फ़ायरिंग की जाती है जिस की हालत सारे भवन

[श्री रामजी वर्मा]

को मालूम है। इस तरह से जब लोग डिसपर्स होते रहें हो और भाग जाते रहे हों तो सरकार की ओर से उत्तेजना बढ़ाने के लिये उन को गिरफ्तार किया जाता है। मुझे गोरखपुर की घटना के बारे में सब बातें मालूम हैं। गोरखपुर के जो डी० ऐम० हैं उन को भी मैं बहुत अच्छी तरह से जानता हूं। वह कई वर्ष देवरिया में रह चुके हैं और मुझ से उन का बहुत निकट का सम्बन्ध रहा है। मैं उन को खूब अच्छी तरह से जानता हूं, वह एक शिकारी आदमी हैं, लेकिन वह अब जंगल के पशुओं का शिकार करना नहीं चाहते बल्कि मनुष्यों का शिकार करना चाहते हैं। वह जनता का शिकार कर के गवर्नमेंट की नजरों में खैरख्वाह बनना चाहते हैं। इस तरह की कार्यवाहियों से वह अपना नाम हासिल करना चाहते हैं। आज उत्तर प्रदेश की सरकार उन के खिलाफ़ कोई जांच करने के लिये तैयार नहीं है। आज हमारे मंत्री जी इस बात पर परदा डालते हैं कि पांडे और दूबे में कोई सम्बन्ध नहीं हो सकता है। मैं आप से कहता हूं कि ईश्वर के नाम पर, पुरानी कांग्रेस के नाम पर, गांधी जी के नाम पर, आप एक बार गोरखपुर की घटनाओं के बारे में जांच कराइये तो आप को ऐसी बातें मालूम होंगी जो अभी तक आप को मालूम नहीं हैं। वह सब आप के सामने आ जायेंगी। हमारे सिंहासन सिंह जी ने जो राय उस समय डी० ऐम० को दी वह आप उन से पूछ सकते हैं। मैं मंत्री जी से प्रार्थना करना चाहता हूं कि आप इस घटना के बारे में अवश्य जांच कराइये। मुझे गोरखपुर के सम्बन्ध में खास तौर से कहना है वह यह है कि ज्यूडिशियल इन्क्वारी (Judicial Inquiry) के बारे में आप अवश्य विचार करेंगे तो वहां के गढ़े हुए मुर्दे सब आप के सामने आ जायेंगे। इस से सरकार को भी बहुत फ़ायदा होगा। इस के साथ ही साथ जनता का भी फ़ायदा होगा। लेकिन मैं आप से कहना चाहता हूं कि आप इस बात पर परदा न डालें। मुझे सरकार की जांच न करने की नीति पर दुःख होता है। मेरे पास बहुत सी चिट्ठियां आई हैं कि काटजू साहब जब यह कहते हैं कि पांडे और दूबे में कोई सम्बन्ध नहीं हो सकता तो यह सुन कर दुःख होता है, उन लोगों ने लिखा है कि आप लोगों को इस बात पर चुप नहीं बैठना चाहिये।

अध्यक्ष महोदय : यहां पर काम करने का यह तरीका है कि जो कुछ कहना या निवेदन करना होता है वह सभापति जी से किया जाता है। अगर एक दूसरे से बातें करते रहेंगे तो इस तरह से काम नहीं चल सकता है।

श्री रामजी वर्मा : दूसरी बात जो मुझे आप से कहनी है वह गोरखपुर हैडक्वार्टर के सम्बन्ध में है यहां पर गोरखपुर के सम्बन्ध में बहुत से मैम्बरों ने ज़िक्र किया। यहां पर यह कई तरह से कहा गया कि गोरखपुर में नार्थ-ईस्टर्न जोन का हैड आफ़िस नहीं होना चाहिये। आज यहां पर माननीय मुखर्जी साहब नहीं हैं, नहीं तो मैं उन से निहायत अदब के साथ अर्ज करता कि इस बारे में अब किसी तरह की इन्क्वारी या कमीशन बैठाने की आवश्यकता नहीं है। मैं उन से यही अर्ज करूंगा कि जो यह नई स्कीम जारी की गई है उस को आप चलने दीजिये। जिन लोगों ने नार्थ-ईस्टर्न जोन का हैड आफ़िस गोरखपुर में रखने का फ़ैसला किया वह एक बुद्धिमानी का काम किया। मैं यहां पर इस के बारे में यह बतलाना चाहता हूं कि जब पिछली लड़ाई में जापानियों द्वारा कलकत्ता में बम गिराये गये थे तो उस समय सरकार के बड़े बड़े आफ़िस कलकत्ता से

भाग कर लखनऊ, बनारस और इलाहबाद, में आ गये थे। इस का कारण यह था कि यह स्थान सुरक्षित स्थान समझे गये। बी० ऐन० डब्ल्यू० का नाम तो आप लोगों ने सुना ही होगा इधर उस का नाम ओ० टी० आर० हो गया था। उस का सदर दफ्तर बहुत अर्से से गोरखपुर में ही है। गोरखपुर एक सुरक्षित स्थान है इस लिये यह दफ्तर वहां पर ठीक ही रक्खा गया है। अगर इस बारे में यह कहा जाय कि यह स्थान कर्मशियल व्यू प्वाइंट (Commercial view point) से अच्छा नहीं है तो मैं इस बात को नहीं मानता। अगर कलकत्ता और बम्बई में सारे हिन्दुस्तान का कामर्स निहित है तो इस वजह से सारे दफ्तर वहां नहीं भेजे जा सकते। अगर यही बात मान ली जाये तो आप के सभी दफ्तरों को बम्बई और कलकत्ता भेज देना चाहिये। इस पार्लियामेंट को भी वहीं पर ले जा सकते हैं। फिर आप सब लोगों को हर प्रकार की सुविधा होगी। मैं नहीं समझता कि जब और जगहों के हैडक्वार्टर्स के लिए यहां पर एतराज नहीं होते तो सिर्फ गोरखपुर के लिये खास कर एतराज क्यों किया जाता है। मैं मुखर्जी साहब से प्रार्थना करता हूं कि एक बार वह गोरखपुर चलें वहां उन को मालूम हो जायेगा कि वहां की जनता क्या चाहती है। केवल गोरखपुर और उत्तर प्रदेश की ही जनता नहीं चाहती है बल्कि बिहार वाले, पंजाब वाले और अधिकांश नहीं वरन् सभी बंगाल वाले जो वहां इस समय गोरखपुर में हैं सब यह बात चाहते हैं। वह लोग स्वयं मुखर्जी साहब से आग्रह करेंगे कि "माफ कीजिये हम को यहां से उजाड़ कर कलकत्ता न भेजिये, हम को गोरखपुर में ही रहने दीजिये।" चारों ओर से वह इसी तरह की आवाज सुनेंगे। इस लिये मैं उन से निहायत अदब से अर्ज करना चाहता हूं कि वह इस आफिस को गोरखपुर में ही रहने दें।

मेरे पास इस समय बहुत से पत्र गोरखपुर से आये हैं। इन पत्रों में यह लिखा हुआ है कि जिन लोगों ने हड़ताल में भाग लिया था उन लोगों को विक्टिमाइज (victimise) किया जा रहा है। इस के साथ ही साथ जिन लोगों ने कहे जाने वाली हड़ताल में भाग भी नहीं लिया था मगर जो उन लोगों के साथ सहानुभूति रखते हैं उन को भी सताया जा रहा है। मैं इस सिलसिले में माननीय मंत्री जी का ध्यान फिर उस रिपोर्ट की ओर दिलाना चाहता हूं जो माननीय सिंहासन जी और डी० ऐम० ने इस दुखद घटना के बारे में अखबारों में निकाली है। अगर माननीय मंत्री जी ने उस को पढ़ने का कष्ट किया होगा तो उन को मालूम हो गया होगा कि यह तमाम घटना जान बूझ कर अपनी नामवरी हासिल करने के लिये डी० ऐम० ने कराई और इस तरह की परिस्थिति पैदा की। आज रेलवे वर्करों को विक्टिमाइज किया जा रहा है इस ओर मैं मंत्री महोदय का ध्यान दिलाना चाहता हूं। यह सब बातें मुझे गोरखपुर के सम्बन्ध में कहनी थीं।

श्रीमान्, मैं आप का ज्यादा समय नहीं लूंगा। हमारे आदरणीय टंडन जी ने जो बात कही थी कि रेलवे में सब तरह के क्लास खत्म कर दिये जायें, उस को सुन कर मुझे बड़ी प्रसन्नता हुई। आप किसानों और मजदूरों में से सामन्त और धनी वर्ग की बुनियाद को तो नहीं खत्म कर पा रहे हैं। आप चाहते हैं कि रेलवे में एक ही क्लास कायम किया जाय, लेकिन कैसे किया जाय? आप एक ओर तो जनता ट्रेन भी चला रहे हैं अभी हाल ही में माननीय मंत्री जी ने कहा कि हम एयर कंडीशनिंग

[श्री रामजी वर्मा]

(air-conditioning) का भी प्राविज़न (provision) कर रहे हैं। एक तरफ तो आप जनता गाड़ी की बात सोच रहे हैं और दूसरी तरफ आप एयर कंडीशन गाड़ी बना कर क्लास की बुनियाद को कैसे खत्म कर रहे हैं। हमारे बहुत से सदस्यों ने यहां पर कहा कि गाड़ियों में पंखे नहीं हैं, फलां स्टेशन पर अमुक चीज़ नहीं है। मैं तो कहता हूं कि जनता को आज पंखे की इतनी जरूरत नहीं है जितनी कि जनता को बैठने के लिये और ज्यादा जगह की जरूरत है। आज जरूरत है ज्यादा कम्पार्टमेन्ट (compartments) की जिस से जनता आरामपूर्वक बैठ कर जा सके। अगर सरकार इसी तरह का प्रबन्ध कर दे तो जनता बहुत प्रसन्न होगी। मुझे सरकार से यही कहना है कि जनता के बैठने के लिये और ज्यादा जगह का बन्दोबस्त किया जाय ताकि उस की इस बात का इतमिनान हो जाय कि उस को बैठने को तो आराम से मिल जाता है।

मैं आप के सामने एक और अर्ज़ करना चाहता हूं। गोरखपुर और देवरिया का बाशिन्दा होने के नाते मेरा यह फ़र्ज़ हो जाता है कि मैं कसिया जाने वाले यात्रियों के कष्ट के बारे में भी कहूं। कसिया में कोई ट्रेन नहीं जाती है। वहां पर बुद्ध जी का निर्माण स्थान है, बहुत बड़ा मन्दिर है। हजारों विदेशी यात्री हर साल वहां पर आते जाते हैं। वहां कोई पहाड़ और नदी नहीं है। समतल मैदान है फिर भी यात्री बहुत से कष्टों को झेलते हुए पहुंचते हैं। देवरिया से वहां जाने तक लोगों को बहुत कष्ट होता है। कसिया तक कोई ट्रेन न होने से यात्री हम सब को बुरा भला कहते हैं। गाली दिया करते हैं। अगर आप वहां पर ट्रेन पहुंचा दीजियेगा तो आप की नामवरी होगी। आप की प्रशंसा होगी और हम गाली से बच जायेंगे।

[MR. DEPUTY-SPEAKER *in the Chair*]

विदेशी फिर हमारी शिकायत नहीं करेंगे कि देवरिया एक बैकवर्ड (backward) स्थान है, देवरिया किसी शहर से पीछे है।

(English translation of the above speech)

Shri Ramji Verma (Deoria Distt.—East): Sir, it is a matter of pleasure that our Railways are under the Government control at present. They are not run by any capitalist, nor are they managed by some private company. But I am afraid they can no longer be managed properly under the exclusive control of the Railway Board, notwithstanding that they are state-owned and state-managed. I request the Government to constitute a National Railway Council representing management, labour, consumers and other interests on it, so as to avoid frequent conflicts and disputes. In the absence of such a Council, happenings like that of Gorakhpur would be repeated and you would be always occupied by some dispute or the other. The State Government of Uttar Pradesh would say that their District Magistrate is innocent, and our hon. Minister here would say that the General Manager too does not come under any offence. It pained us to hear such words from the hon. Minister. While appreciating the steps taken by the G.M. the hon. Minister in his defence said that the G.M. is some Shri Pandey and the D.M. is some Shri Dubey. They cannot be relatives. When the hon. Minister of Home Affairs, who is an elderly man, a prominent lawyer and also who has been an outstanding leader in our province, says that there can be no family relations between the *'Dubeys'* and the **'Pandeys'** as both of them belong to two different castes. I would most humbly inform him, and he would excuse me for saying so, that *'Dubeys'* and *'Pandeys'* can have family relations between them as both of them are Brahmins and belong to one and the same caste.

I do not know what relationship the G. M. has with the D. M. But I submit that an inquiry should be conducted into this affair. Many things

hitherto unknown would come to light. Please do not turn down our request. I would once again earnestly request the hon. Minister to hold an impartial inquiry into this firing.

I remember that the D.M. has been often seeing in this connection one of our M.Ps., *viz* Shri Sinhasan Singh who is sitting here. I do not know what information or advice did he seek from him, nor do I know what advice he gave to him. But a report in the name of the D.M. and Shri Sinhasan Singh has appeared in the newspapers. I have no time to read out the full report here. I would only request the hon. Minister to study that report. What happened was that on the 23rd the D.M. was called to Gorakhpur, where he ordered the mob to disperse and the mob did disperse. At that time a few persons, say about ten, were taken into custody. An action of this nature roused the excitement of the people in Gorakhpur and this went on gathering momentum. Next day also about a hundred persons were arrested. On the third day firing was resorted to by the Government, the results of which are well known to this House. In this way when people were dispersing and taking to their heels, some more persons were arrested in order to incite the mob. I know all the facts about the Gorakhpur incident. I know the D.M. of Gorakhpur fully well. He was in Deoria for several years and I have been in close touch with him. I know him perfectly well. He is a good hunter. But he no longer likes to hunt forest animals, but likes to hunt the human beings. He wants to pose as a well-wisher of the Government by killing the people. He wants to make a name for himself by taking to such nefarious practices. The Uttar Pradesh Government are not prepared even to hold an inquiry into his conduct at present. Our hon. Minister too tries to lay a smoke screen over the whole episode by saying that '*Pandeys*' and '*Dubeys*' can have no family relations with each other. But I appeal to you, in the name of God, in the name of Congress of the past and in the name of Gandhiji, to hold an inquiry into the Gorakhpur happenings. Many things, about which you do not know anything, would come to light. Everything would come out crystal clear before you. You can ask Shri Sinhasan Singh what advice he gave to the D.M. at that time. As for me I would only repeat my request that the hon. Minister must order an inquiry into this firing.

One thing that I have to submit particularly with regard to this happening is that many things unknown to you, would come to light if you would actively consider the question of holding a judicial inquiry into this matter. The Government would benefit by it much and more so the public. But please do not lay a smoke screen over the facts. I am pained when I see that the Government are not prepared to hold any inquiry into the matter. I have received a number of letters in this connection and they mention that when Shri Katju says that there can be no family relations between a '*Pandey*' and a '*Dubey*', they feel it much. They have written to me that we should not remain silent over this issue.

Mr. Speaker: The procedure in the House is that everything is addressed to the Chair. It will not be possible to carry on if the hon. Members went on addressing each other.

Shri Ramji Verma: The other thing that I have to say is with regard to the location of the Railway headquarters in Gorakhpur. A number of hon. Members referred to this subject; and demanded that the head-office of the North Eastern Railway should not be located in Gorakhpur. My hon. friend Dr. Mookerjee is not here today, otherwise I would have humbly told him that there was no need of instituting an inquiry or setting up some commission with regard to this matter. I would have requested him to let this new scheme work for some time. Gentlemen who have taken the decision of locating headquarters of the North Eastern Zone in Gorakhpur have definitely taken a wise step. I would only like to remind the House that in the last World War when the Japanese bombs hit Calcutta, the Government of the day moved all of their big offices from Calcutta to Lucknow, Banaras and Allahabad, because these places were considered comparatively safer. You might have heard the name of B. N. W. Rly. which was later changed to O.T.R. Gorakhpur has been the headquarter of that Railway for fairly a long time. Gorakhpur is a safe place and it is good that the headquarters have been located there. If anybody thinks that place to be bad from commercial viewpoint, I would not readily subscribe to that view. If Calcutta and Bombay are the biggest commercial cities of India, it does not mean that all the offices should be moved to those places for that very fact. If that is the criterion, then all the offices should be moved to Calcutta and Bombay, and this Parliament too should shift there. In that way you will have all

[Shri Ramji Verma]

sorts of so-called facilities. I do not understand why the location of these headquarters at Gorakhpur alone is being opposed here and why the question of location of other headquarters is left out. I would request Dr. Mookerjee to pay a visit to Gorakhpur and see for himself what the people of that place actually want. Not only persons who belong to Gorakhpur and Uttar Pradesh, but those also who belong to Bihar, Punjab and also those Bengalee gentlemen who are working in Gorakhpur, all of them are in favour of the head office being kept there. All these persons will be found opposed to Dr. Mookerjee's view and would urge him to let them be alone, and not to send them to Calcutta from Gorakhpur. He would hear such opinions. So I would like to request him to let this office remain there.

I have received a number of letters from Gorakhpur. People have written to me that the persons who had taken part in the strike are being victimized. Not only that but those persons also who did not take any part in that strike but only sympathised with the strikers, are also being harassed. I would again like to draw the attention of the hon. Minister to the joint report of Shri Sinhasan Singh and the D.M. about this happening, which was later reported in the Press. If the hon. Minister would take the trouble of going through that report, he would come to know that the D.M. in his bid to get an easy reputation for himself deliberately created such a situation which ultimately resulted in this mishap. Railway workers are being victimized there now and I would like to bring this fact to the notice of the hon. Minister. This is all what I had to submit with regard to Gorakhpur.

Sir, I would not take much of your time. It was a matter of pleasure to me when our respected friend Tandonji suggested that classification in trains should be done away with. You have not been able to remove class distinction between labourers and tillers on the one side and feudal lords and the capitalists on the other, but you want to keep only one class in trains. But how can this be done? On the one hand you take steps to run Janta trains, while on the other hand according to the hon. Minister provisions are being made for air-conditioning facilities. How can you put an end to this class distinction by introducing 'Janta' trains on the one hand and by making provisions for air-conditioning on the other. Many hon. Members have complained that there are no fans in the trains. But I say that people do not require fans and other things at present so much as they require seating facilities for themselves in the trains. They want more railway compartments so that they may sit comfortably. The public would be much glad if the Government would take a step in this direction. I have to submit to the Government that more seating facilities should be provided to the public so that they may be relieved to know that they can easily have a seat in the trains.

I would like to submit one thing more. Being a resident of Gorakhpur and Deoria, it becomes my duty to say a few words about the inconveniences which passengers bound for Kasia have generally to undergo. There is no train service to Kasia—the place where Lord Buddha achieved his salvation. There is a big temple there. Thousands of foreign pilgrims visit that place every year. There are no rivers and mountains to be crossed over. It is all plain, but in spite of that people who visit that place have to undergo a number of inconveniences. Most of the pilgrims blame us and even abuse us for not providing railway facilities to that place. If the Government would provide train services to that place, it would not only add to their reputation but we too would be spared from the abuses that are showered on us.

[MR. DEPUTY-SPEAKER *in the Chair*]

The foreigners then, would no longer complain that Deoria is a neglected and a backward place.

Shri Beli Ram Das (Barpeta): We want to express some of our local grievances, for which we have a definite mandate from our State and our organisation. Why can you not, therefore, allow us two or three minutes to express our local grievances.

Mr. Deputy-Speaker: The hon. Member will speak for three minutes.

Shri Beli Ram Das: Before entering into the subject, I should like to take this opportunity to express our grateful thanks to the Government of India for constructing the Assam Rail Link at a great cost and with great speed. Before this link was constructed the people of Assam had to put up with considerable hardships. Our goods had to pass through Pakistan, where they used to detain our goods for a long time. The construction of this link has therefore come as a great

relief to us, for which we are grateful to the Government of India.

But the Assam Rail link has not been able to lift all the goods to Assam; the result has been that dollar earning commodities like jute and tea have got to be sent to Calcutta by air at a great cost. Our agricultural produce like oranges, pine-apples, first class bananas have got to be transported to Calcutta by air. There are very few newspapers in Assam, but even they have not been able to bring their newsprint, as accommodation is not made available for them in the Assam Railway. These have to be air-lifted from Calcutta and the air freight comes to Rs. 6 per ream. Even our necessaries of life like pencils, paper, medicines have got to be brought by air, with the result that their price becomes prohibitive for the common man. The people of Assam cannot have this luxury of air lifting of goods to Assam for all time to come.

I would suggest two remedies to get out of this situation. Government should use the rolling stocks of the O. T. Railway which has been amalgamated with the Assam Railway for bringing and sending goods to and from Calcutta by introducing special goods trains. If possible, at an early date, a double line should be constructed in Assam so that our difficulties may be mitigated.

The Assam Railway is the only railway which has connected Assam with the rest of India. This railway was constructed by the Britishers not for the benefit of the people of Assam, but for the convenience of the European tea planters. As such the Railway passes through jungles and never touches any of the big towns. You will be surprised to hear that the Assam Railway touches only two towns—Gauhati and Dibrugarh and none of the district and sub-divisional headquarters are served by this railway. I urge upon the Government to open out a new line from Rangapara upto North-Lakhimpur to connect the northern districts of the province of Assam so that the people of North Bank can take advantage of the railways. This new line, if it is constructed will pass through the frontier tracts, like Tirap frontier, Balipara frontier and Subansiri frontier. In these days of war the importance of the frontiers need not be stressed and the agriculturists will be able to bring their produce to market.

The country is suffering from scarcity of coal. There are huge deposits of first class coal in the district of Garo Hills. I know the Government wanted to construct a line from Garo Hills to Pandu sometimes back. I do not know why this proposal has been abandoned. On two occasions the area was surveyed and we were told that the construction would be started soon. But the construction has not been started as yet and people have got to suffer.

In the matter of recruitment of staff for the Railways Assam is badly neglected. This Line is in existence for a long time even long before we were born. Assamese have not even 5 per cent. representation in the railway services. To do justice to the people of Assam, I suggest that some representation should be given to Assam in the Railway Service Commission, so that their case does not go by default.

10 A.M.

Mr. Deputy-Speaker: This was intended for a Congress Member. I am prepared to give five minutes each to two more Congress Members.

Shri R. K. Chaudhury (Gauhati) *rose —*

Mr. Deputy-Speaker: Shri Musafir.

گیانی جی - ایس - مسافر : سبھا پتی جی - میں آپ کو بہت دھنیہ واد دیتا ہوں کہ آپ نے مجھے ٹائم دے دیا ہے - ویسے میرا حق بھی ہے کیونکہ میں مسافر ہوں ریل اور مسافر کے سمبندھ کو آپ جانتے ہی ہیں -

Shri R. K. Chaudhury: You have taken away by one hand what you have given by the other.

Mr. Deputy-Speaker: Assam has spoken already.

گیانی جی - ایس - مسافر : ریلوے کی جو نئی لائنیں بنانے کی تجویز ہے اس کے متعلق میں ایک بات بڑی ضروری کہنا چاہتا ہوں - سردار حکم سنگھ جی نے تجارت کے نقطہ خیال سے امرتسر کو فیروزپور سے ملانے کی بات کہی تھی - تجارت کے خیال

[گیانی جی ایس مسافر]

سے تو یہ بات بہت ضروری ہے ہی مگر ویسے سکیورٹی (Security) کے نقطہ خیال سے بھی یہ بہت ضروری چیز ہے - میں نے اس کے بارے میں پچھلے بجٹ میں بھی کہا تھا - اس سے پچھلے بجٹ میں بھی اور اس سے پہلے کے بجٹ میں بھی - اس میں سے ہماری ایک بات تو مان لی گئی ہے - ریلوے ڈپارٹمنٹ نے یہ جو پٹھان کوٹ سے مکیریاں کی نئی لائن بنائی ہے اس سے کچھ تسلی ہوئی ہے - لیکن حفاظت کی نظر سے امرتسر کو فیروزپور سے ملانا بہت ہی ضروری ہے - اس وقت ہری کے پتن پر جو پل ہے وہ تقریباً تیار ہو چکا ہے اور اس سے فیروزپور کو ملایا جا رہا ہے - لیکن وہاں ایک چھوٹا سا ٹکڑا کھیم کرن سٹیشن تک دس بارہ میل کا باقی رہ جاتا ہے اور اگر وہ بنا دیا جائے تو پھر یہ ایک پیریلل لائن بن جاتی ہے - جیسے مکیریاں کی لائن ہے ویسے ہی یہ لائن بھی بن جاتی ہے -

Shri Nambiar: Sir, on a point of order. We are discussing Demand No. 9A for labour welfare, whereas he is speaking on Demand No. 15, that is, construction of new lines.

Mr. Deputy-Speaker: I suppose the hon. member has nothing to say about labour welfare.

گیانی جی - ایس - مسافر : لیبر ویلفیئر (Labour Welfare) کے متعلق بھی میں ایک ضروری بات آپ کے گوش گذار کرنا چاہتا ہوں - ریلوے میں گینگ مین (Gangmen) کا ایک بڑا اچھا آرگنائزیشن ہے جن کا کام ہوتا ہے ریلوے کے تھوڑے تھوڑے ٹکڑوں پر جا کر حفاظت کرنا - ان لوگوں کو سہولیت دینے کے لئے کچھ امپرومنٹ (improvement) ریلوے نے کی ہے - وہ یہ ہے کہ ان کا کام جو نو گھنٹے کا ہوتا تھا اس کے بجائے ان کی سہولیت کیلئے ساڑھے سات گھنٹے کر دیا گیا ہے - مگر اس میں اس بات کا خیال نہیں کیا گیا کہ جو کام ان کو کرنا پڑتا ہے اس میں ان کو کتنی دقت ہوتی ہے - ان کو لائن پر ہمیشہ اس کی حفاظت کے لئے رہنا پڑتا ہے اور ان کے لئے وہاں کوئی شیلٹر (Shelter) نہیں ہے - ان کو دھوپ میں - بارش میں - سردی میں - گرمی میں - لائن کی حفاظت کے لئے وہاں رہنا پڑتا ہے - پھر بیشک ریلوے نے ان کے کام کے گھنٹے کچھ گھٹا دئے ہیں - یعنی نو کے بجائے ساڑھے سات کر دئے ہیں - مگر ان کی جو تعداد ہے اس کو نہیں بڑھایا ہے - وہی کام جو پہلے وہ نو گھنٹے میں کیا کرتے تھے اتنا ہی کام اتنے ہی آدمیوں کو ساڑھے سات گھنٹے میں کرنا پڑتا ہے - اس لئے ان کے واسطے یہ مصیبت ہو گئی ہے کہ جہاں کام کے گھنٹوں کو گھٹایا گیا ہے وہاں ان کی تعداد کو نہیں بڑھایا گیا ہے - اس لئے ان کی تعداد

کو بڑھانا نہایت ضروری ہے اور اس کو جلد بڑھایا جائے تاکہ انہیں اس میں سہولیت ہو اور وہ کام آسانی سے کر سکیں -

دوسری بات جو میں کہنا چاہتا ہوں وہ یہ ہے کہ ریلوے ستیشنوں کے جو بڑے بڑے کنٹریکٹرس (contractors) ہیں ان کے ذریعہ ریلوے ستیشنوں پر ریفریشمنٹ رومس (Refreshment Rooms) کا انتظام کسی حد تک امپروو ہوا ہے لیکن عام لوگوں کے لئے جو کھانے پینے وغیرہ کا انتظام ہے وہ بہت ناقص ہے - ابھی ابھی هاؤس کی توجہ اور آنریبل سپیکر کی توجہ اس بات کی طرف دلائی گئی تھی اور میں کئی استیشنوں کی مثالیں دیکر یہ کہہ سکتا ہوں کہ وہاں عام لوگوں کے کھانے پینے کا انتظام بہت ناقص ہے اور وہاں لوگوں کو بڑی تکلیف ہے اور ستیشنوں پر کنٹریکٹرس جو اپنے ٹھیکے سب‌لیٹ (sublet) کرتے ہیں یا جھابے والوں کو مقرر کرتے ہیں تو یہ لوگ اپنا میٹھا پانی یا لسی وغیرہ بیچنے کے لئے ایسا انتظام کر لیتے ہیں کہ جس وقت گاڑی استیشن پر آتی ہے تو کوئی پانی پلانے والا پلیٹ فارم پر نہیں دکھائی دیتا - وہ پانی پلانے والوں کے ساتھ مل جاتے ہیں کہ وہ اس وقت پانی پلانے کے لئے استیشن پر آتے ہی نہیں یا تو وے کسی استیشن ماسٹر کے گھر پر کام میں لگے ہوتے ہوں یا اور کسی دوسرے کام پر لگا دئے جاتے ہیں اور اس طرح وقت پر مسافروں کو پانی نہیں ملتا اور ان کو وہ لسی یا میٹھا شربت لے کر پینا پڑتا ہے - مجھے اچھی طرح پتہ ہے کہ ایک ایک ٹھیکیدار ستر اور اسی روپیہ روز کما لیتا ہے اور اس کام میں ان کو کوئی سرمایہ لگانا نہیں پڑتا ہے - ان کا کام تو یہ ہے کہ کسی چھابے والے سے چھہ روپیہ لے لیا اور کسی جھابے والے سے تین روپیہ روز یا اس سے بھی زیادہ لے لیا - یہ کنٹریکٹرس اس طرح ان جھابے والوں سے روپیہ وصول کرتے ہیں اور ایسے ڈھنگ سے کام کرتے ہیں جس سے مسافروں کو کوئی فائدہ نہیں پہنچتا - یہ لوگ تین قسم کی وہاں مٹھائیاں بنا لیتے ہیں - ایک تو بالکل ردی قسم کی جو جلدی جلدی مہنگے بھاؤ مسافروں کو دیتے ہیں - اس سے بڑھ کر کچھ اچھی دوسرے قسم کی مٹھائی بناتے ہیں - اس سے بھی ایک اچھی تیسری قسم کی مٹھائی تیار کرتے ہیں اور وہ صرف اس وقت جب کہ کوئی جانچ پڑتال ان کی مٹھائی کے بارے میں ہوتی ہے تو اس کو دکھا دیتے ہیں - اس لئے یہ جو تکلیف کھانے پینے وغیرہ کی درمیانے درجے کے لوگوں کے لئے استیشن پر ہے اس کو دور کرنا نہایت ضروری ہے - عوام کی بہتری اور بھلائی کے لئے بہت ضروری

[گیانی جی ایس مسافر]

ہے اور جو لوگ سارا دن محنت کرتے ہیں اور جو کچھ وہ اس طرح کڑی محنت کرکے کماتے ہیں وہ سب ان ٹھیکیداروں کے پیٹ میں چلا جاتا ہے - اس سے غریبوں کو بہت بڑی تکلیف ہوتی ہے اور ان کے پاس ان کی کمائی کا کچھ نہیں بچتا اور سارا کا سارا ٹھیکیدار کے پیٹ میں چلا جاتا ہے - اس چیز کی طرف ہمارے مانئیہ منتری کو ضرور دھیان دینا چاہئے -

ایک اور بات میں ریلوے کے جو چھوٹے ملازمین ہیں ان کے متعلق کہنا چاہتا ہوں - ریلوے میں تنخواہ بٹنے کا ایک دن مقرر ہوتا ہے اور اگر کوئی ریلوے کا چھوٹا ملازم اتفاق سے اس دن بیماری یا اور کسی وجہ سے حاضر نہ ہو سکے تو بعض دفعہ اس کو وہ تنخواہ ملنے میں سال اور دو دو سال لگ جاتے ہیں - اگر تنخواہ کے دن وہ چھٹی پر ہو بیماری کی وجہ سے یا اور کسی کارن سے وہ وقت پر نہیں پہنچے تو پھر اسے تنخواہ لینے میں کافی دقت کا سامنا کرنا ہوتا ہے اور کافی پیسہ اس کو اس کے لئے خط و کتابت کرنے میں خرچ کرنا پڑتا ہے پھر بھی اسے بقایا تنخواہ نہیں ملتی -

اس کے علاوہ جو چھوٹے ملازمین میں ان سے جب کوئی کام میں غلطی ہو جائے تو جو ان کو سزا دینے کا طریقہ ہے وہ بڑا ہی ناقص ہے اور اس سزا کے خلاف اپیل کی سنوائی بہت حد تک نہیں ہوتی - میری اس کے لئے یہ تجویز ہے کہ جس طرح سے پوسٹ آفیسز کے لئے ایک کمیشن یعنی اپیلنگ اتھاریٹی (Appealing authority) مقرر کر دی جاتی ہے اس طرح ریلوے میں بھی ایک ایسا ٹریبونل (Tribunal) مقرر کر دینی چاہئے تاکہ وہ ایسے معاملوں کو ایکسپیڈائٹ (expedite) کر سکے تاکہ اپیل کرنے والے کو جلد فیصلہ مل سکے اور حقدار کو اس کا واجبی حق مل جائے -

کلاس دو آفیسرس کے متعلق میں یہ کہنا چاہتا ہوں کہ یہ افسران نیچے سے اوپر اٹھ کر آتے ہیں اور میرا کہنا ہے کہ ان کی طرف بھی مانئیہ منتری مہودے کو دھیان دینا چاہئے اور میں سمجھاؤں دونگا کہ ان کے لئے ایک پرسینٹیج مقرر کر دینا چاہئے کہ جب کبھی کوئی ترقی کا معاملہ پیش ہو تو ان کلاس دو افسروں میں سے بھی ترقی دینا چاہئے - یہ لوگ بڑے تجربہ کار ہوتے ہیں اور انہیں ہر بات کا پتہ ہوتا ہے اور میرا خیال ہے کہ ترقی کے وقت ان کا بھی خیال رکھنا چاہئے - ان الفاظ کے ساتھ میں جناب صدر کو بہت دھنیاد دیتا ہوں جو انہوں نے مجھے اپنے خیالات کے اظہار کرنے کا موقع دیا -

(*English translation of the above speech*)

Giani G. S. Musafir (Amritsar): Sir, I thank you very much for giving me time to speak. I deserved it also, being a *Musafir* (passenger), on account of the relation between Railways and passengers, as is well known to you.

Shri R. K. Chaudhury: You have taken away by one hand what you have given by the other.

Mr. Deputy-Speaker: Assam has spoken already.

Giani G. S. Musafir: I have a very important submission to make with regard to the construction of new railway lines. Sardar Hukam Singh has pleaded for linking Amritsar with Ferozepore by a direct line from the point of view of trade. It is necessary from the point of view of trade; but it is essential from the point of view of security as well. I had pointed out this very thing at the time of the last Budget and even at the time of the two previous budgets. One of our demands has been conceded. The new Pathankot-Mukerian Line constructed by the Railway Department has satisfied us to some extent. But the linking of Ferozepore with Amritsar by a direct railway line is essential from the point of view of security. The bridge at Hari Ke Pattan which is to link Ferozepore with Amritsar is nearing completion. If the line upto Khemkaran is also laid, it would be a parallel line similar to the Mukerian line.

Shri Nambiar (Mayuram): Sir, on a point of order. We are discussing Demand No. 9A for labour welfare, whereas he is speaking on Demand No. 15, that is, construction of new lines.

Mr. Deputy-Speaker: I suppose the hon. Member has nothing to say about labour welfare.

Giani G. S. Musafir: I would also make an important point with regard to Labour Welfare. The organisation of gangmen, entrusted with the task of looking after small portions of the railway line, is a fine one. The Railways have made one provision for their welfare, *i.e.*, the hours of work for them have been reduced from nine to seven and a half, but they have not taken into account the difficulties the gangmen have to encounter during their work. They have to remain at their posts for the protection of the line, without any shelter, without any protection against the vagaries of nature. They have to carry on alike in winter and summer. No doubt their hours of work have been reduced but their strength has not been increased which means that they have to do the same work in seven and a half hours which they formerly did in nine hours. The number of gangmen must be increased so that they get some relief and perform their duty conveniently.

Another thing I wish to say is that though the condition of Refreshment Rooms has improved to some extent, the arrangements for refreshments for the common people are still very faulty. The attention of the House and the hon. the Speaker has just now been drawn towards this and I can quote examples of faulty arrangements for refreshments for the common people at many stations. This results in great inconvenience to the people. The contractors sublet their contracts to the vendors at the stations, who see to it that at the time of the arrival of a train, the watermen are absent so that they can sell their *lassi* and other sweet drinks to the travellers. The poor travellers do not get any water because the watermen are absent, either engaged in some domestic work of the Station Master or busy otherwise, and thus have to purchase *lassi* or the sweet *sharbat*. I know that these contractors earn Rs. 70 to Rs. 80 each daily, without investing anything. The only work they do is to receive Rs. 3 or more daily from each vendor, and their *modus operandi* does not result in any benefit to the travellers. These people prepare sweets of two or three varieties. The worst variety they palm off to the passengers when the latter are in a hurry. The best variety they keep in reserve to be displayed at the time of some enquiry. It is very essential that the inconveniences experienced by the people belonging to the middle class with regard to refreshment at Railway Stations should be removed without delay. It is imperative for the welfare of the common people. The contractors swallow up everything the poor hawkers earn after a hard day's work, without leaving anything for them. The hon. Minister should give his attention to this problem.

I want to point out one difficulty which the low grade employees of the Railways have before them. A pay day is fixed for the disbursement of salaries and if any low grade employee happens to be absent on account of illness or due to any other reason, it takes him nearly two years to realise the salary for that month. If he cannot be present at the time of disbursement of salary, he has to undergo a lot of trouble and inconvenience. He has to spend a lot of money on correspondence and does not get his arrears of salary even after that.

[Giani G. S. Musafir]

Another thing I want to mention is the defective mode of punishing the low grade employees. Their appeals against the punishments awarded to them are, more often than not, not heard. I suggest that tribunals, like the commission or Appealing Authority for Post Offices, may be constituted, so that such cases may be expedited and justice done quickly to those to whom it is due.

As far as Class II officers are concerned, I would like to request the hon. Minister to remember that these officers rise from the ranks and that he should fix a percentage for them in connection with rise in pay and designation. These officers possess a lot of experience and I think that their cases should be kept in view at the time of giving promotions to the officers. I conclude with these words expressing my thanks again to you Sir, for allowing me to speak.

Shri Barrow: The Bible has exhorted Christians from time to time to watch and pray. I have watched and I have prayed, and I do not know whether it is the result of my watchful prayer or prayerful watching that the eye of the Chair has at last caught my name. But I am indeed grateful to you, Sir, for calling upon me to speak.

I have moved the cut motion standing in my name for the provision of more schools and reorganisation of the executive control of these schools.

Last year when I moved a similar cut motion, the then Minister of State for Transport and Railways, Mr. Santhanam, made two statements on the floor of the House. One was, that the Railway Ministry were considering the provision of cheap hostels for the children of its employees at large centres and that he believed that once this decision was taken, educational facilities for these children would be better than for other members of the community. And the other statement was that he was going to continue the present schools and to strengthen them. I am glad that apparently no decision has been made in respect of these cheap hostels. I shall explain why I am glad, a little later.

At this stage I do want to emphasize this. We talk and we use grandiloquent terms about the Railways being the largest nationalised industry in the country, but we forget that the first charge on any nationalised industry is the education of the children of its employees, the spread of literacy amongst its workers, and the provision of facilities for its workers to let their natural talents, such as taste for music and fine arts, grow and develop. We confine the workers to an atmosphere of mechanised monotony, and, therefore, must help them to resist the forces of dull routine, of toil, of labour. We put their children into squalid homes, but we do not help to humanise them by providing them with sufficient schools.

I believe the very first requisite in any approach this problem—I said this last year, and I repeat it again now—is that the Railway Ministry must accept the responsibility, the moral responsibility, for the education of the children of its employees. Once this bold decision has been taken, whatever the financial implications, I believe that the whole question of the education of the children of Railwaymen and of spreading literacy among the Railway workers will be dealt with, not as at present in an ineffective and uneconomical way, but that the resources will be properly utilised and will not be dissipated. I was glad that the decision on this question of hostels has been apparently postponed. I say so, because it ignores two very vital things—one is that these hostels only make provision for the children of those workers who can afford to send them to boarding establishments. Secondly, it does not make provision for children in the infant classes. I feel that it neglects the fundamental focus of education, that is, nursery and primary education, and I believe that this problem can only be tackled if the Railway Board makes up its mind to provide facilities at each centre for nursery and primary classes.

Last year, Mr. Santhanam expressed the fear that thus we might be trying to set up a rival system of education. Although education is a state responsibility there are a number of societies—philanthropic societies, charitable societies etc., which are running institutions in all the different States and they are able to fit their schools and institutions into the general system that prevails in the States. I do believe that the Railways will be also able to do this, and, if and when, the time comes that the States can take over the whole system of education, then the Railways can come to some agreement with them and hand their schools over also.

I believe and perhaps I am indulging in day-dreaming when I say this, that with a system so established by the Railways, they will be able to provide what may be termed junior technical schools and then they will be able to provide for a line of education which will give them a supply of technical workers: but that is another matter altogether. At the present moment, I would appeal to the Railway Minister,

the Railway Board to accept this principle of educational responsibility.

Then I come to the question of literacy amongst the workers. Earlier this year a lakh of rupees was sanctioned in the supplementary budget for the spread of literacy amongst the workers. No explanation has been given, as to how this money was spent.* There are some points on which I would like to have information. The first is—what executive machinery was used for spreading this work of literacy amongst the workers? Secondly, was this campaign confined to any one area or was it dissipated over the whole system of railways? Thirdly, what system was used—I would like to know whether the system of adult literacy as proposed by Dr. Laubach was used or whether there was any other recognised system used by the Railways.

I now turn to the executive control of schools. I should here like to pay a tribute to the Members of the Railway Board before whom I have had on certain occasions to put suggestions. I have been an instrument in putting suggestions in respect mainly of Anglo Indian schools and I will say this, that they have accepted these suggestions with sympathy. They have shown understanding and imagination in accepting these suggestions, but the difficulty has been that when they have sent these suggestions to the different General Managers, the suggestions have remained there. They have been implemented in some cases but it has been a very, very slow process. I can describe very briefly within the time at my disposal the present system of executive control. The Secretary to the General Manager is called the Superintendent of Schools. Several of these gentlemen whom I have met, are honest, hard-working gentlemen but the exigencies of their duties make it impossible for them to devote more than a few hours, nay, not even hours, but I should say, an hour a day to the running of these schools. Then there is a local committee consisting of a Chairman, Secretary and members. The Chairman and the Secretary have the executive powers. They can pass orders which the head of the school must obey. I do not say that the head of the school should not obey these orders but what I do feel is that the Head of the school who is the man responsible for transmitting the social heritage of our society to our children is subjected to all sorts of dull and initiative-killing drudgery. I feel, that the Railway Board should decide once and for all to have Educational Officers with whom the Heads of schools can correspond and to whom they will be able to present their difficulties. These Educational Officers will have imagination and sympathy and they will be able to understand the problems of these schools: it is then and then only, I believe, that we will be doing a real service to Labour on the Railways.

श्री सिंहासन सिंह : माननीय उपाध्यक्ष महोदय, श्री रामजी वर्मा ने, जो इस भवन में देवरिया से आये हैं, गोरखपुर फायरिंग (firing) के सम्बन्ध में मेरा नाम कई बार लिया, और एक प्रकार से इस बात का आवाहन किया कि मैं इस सम्बन्ध में भवन के सामने कुछ प्रकट करूं और कहूं ।

गोरखपुर की रेलवे फायरिंग (Railway firing) एक बहुत ही दुःखद घटना हुई और इस के लिये हम सब को खेद है और दुःख है कि अगर अधिकारी वर्ग सही तरीके से उस घटना को हाथ में लेता तो शायद उस की नौबत ही न आती । यह मैं पहले भी कह चुका हूं और आज भी कहता हूं कि घटना बहुत छोटी सी थी, वहां से एक वर्ग, खास कर के टी० ऐम० (T. M.) आफ़िस के कुछ क्लेम्स सेक्शन (Claims Section) के क्लर्क कलकत्ता जाने वाले थे उस के विरोध में, और उन क्लर्कों से सहानुभूति प्रकट करने के लिये और कुछ ऐप्रूव्ड कैन्डिडेट्स (Approved candidates) थे वह इम्तहान में नहीं बैठ सके । उस के लिये टी० ऐम० आफ़िस के क्लर्क आन्दोलन कर रहे थे । जब कि उन क्लर्कों के प्रतिनिधियों से जनरल मैनेजर की बात तय हो चुकी थी कि वह लोग अपने प्रतिनिधियों के द्वारा जो बात करना चाहें करें तब उन को वहां नहीं आना चाहिये था । उस दिन उन्होंने डिमान्स्ट्रेशन (demonstration) किया, शोर गुल रहा और टी० ऐम० के यहां नारे लगाये । वहां से जब वह जी० ऐम० के यहां गये तो

[श्री सिंहासन सिंह]

जी० ऐम० ने कहा कि आप अपने प्रतिनिधियों को भेजें, मैं उन से बात करूंगा । सोचने की बात है कि नार्दन रेलवे में ऐसा शानदार और ऐसा शान्तिप्रिय जी० ऐम० है जो किसी को भी किसी प्रकार से तकलीफ देना नहीं चाहता है । उस के दिल में यह बात है कि रेलवे का और देश का नाम ऊंचा हो । जब इस तरह की आवाज उठी और नारे लगे तो जी० ऐम० ने स्वभावतः कलेक्टर (collector) को फोन किया कि यह मामला आठ दस दिन से चल रहा है और मेरे कंट्रोल (control) के बाहर की बात है, आप इसे हाथ में लें क्योंकि यह लोग सही तरीके पर बात करने को तैयार नहीं होते । और कलेक्टर साहब आये । दुर्भाग्य की बात है कि गोरखपुर में दो बार ऐसी रेलवे घटनायें हो चुकीं थीं। लेकिन दोनों बार जो वहां के कलेक्टर थे उन्होंने बिना किसी गिरफ्तारी के, बिना किसी फायरिंग (firing) के उन मसलों को हल कर दिया । एक बार सन् १९४८ में सारी वर्कशाप (workshop) बन्द हो गई थी उस समय दुर्गा प्रसाद सिंह कलेक्टर थे, वह गये, हम लोगों को भी ले गये और सब झगड़ा खत्म कर दिया। सब मजदूर काम पर चले गये। उसके बाद सन् १९५० में श्री ऐम० ऐम० त्रिपाठी कलेक्टर थे उन्हों ने पूरे स्ट्राइक को बिना किसी को हैरेस (harass) किये हुए, बिना किसी पर डंडा चलाये, ठीक कर दिया । यह मसला उस से कहीं छोटा था, कोई स्ट्राइक नहीं था, लेकिन दृष्टिकोण का अन्तर है, अधिकारियों के दृष्टिकोण के अन्तर के कारण यह घटना घटी, और मैं यह कह सकता हूं कि यह घटना बढ़ाई गई । जिस समय जी० ऐम० साहब चले गये, और लोग हटे, दस आदमियों को गिरफ्तार न कर के, कंधे पर हाथ रख कर कलेक्टर साहब कहते कि तुम्हारे क्या मसले हैं, जी० ऐम० नहीं सुनता, टी० ऐ म० नहीं सुनता, तो न सही, मैं सुनने को तैयार हूं । लेकिन इन शब्दों को न कह कर आदमियों को गिरफ्तार कर लिया ।

२४ तारीख को यह मसला और बढ़ा और करीब ७० आदमी गिरफ्तार हुए । उस में हमारी यूनियन (Union) के आदमी भी गिरफ्तार हुए जिन का कोई किसी तरह का सम्पर्क नहीं था । हम ने बाद में कहा कि सब के सब गिरफ्तार लोग इस के लिये तैयार हैं कि वह लिख दें कि उन्होंने कोई कानूनशिकनी नहीं की है, और उन को छोड़ दिया जाये । लेकिन उन्होंने कहा कि हम उन को छोड़ने के लिये तैयार नहीं हैं और इस पर मामला आगे बढ़ता गया । ज्यों ज्यों कदम बढ़ा और फायरिंग हुई । फायरिंग के बाद क्या हुआ । कौन दोषी था और कौन दोषी नहीं था यह कहना कठिन है । ढेला दोनों तरफ से चला था । इधर से भी चला था उधर से भी चला था । इस के विषय में बग़ैर जांच किये हुए मैं कोई निर्णय देने को तैयार नहीं हूं । यह नहीं कहा जा सकता कि फायरिंग के लिये कौन दोषी है । लेकिन इतना जरूर है कि वह लोग फायरिंग के पहले यह कहते थे कि रेलवे राष्ट्रीय सम्पत्ति है और वह उस के काम में रुकावट नहीं डालना चाहते थे । और उन की मांग थी कि उन के दूसरे भाई छोड़ दिये जायें । लेकिन अब यह हो गया है कि सब छोड़ दिये गये हैं । अब इस वक्त उन की दो तीन मांगे हैं । मैं गवर्नमेन्ट से अनुरोध करता हूं कि जो घटना घटी है उस की जांच कराई जाय तो बड़ा उत्तम हो । अगर जांच न कराई जाय तो यह कहना होगा कि इस में दोनों का ही दोष हो सकता

है वह नहीं कि एक ही पक्ष का दोष हो। तो उन की जो मांगें हैं उन में से एक तो यह है कि जो स्ट्राइक हुई उस को रेलवे के नौकर ग़ैरकानूनी हड़ताल बतलाते हैं और मजदूर लोगों का कहना है कि वह वाक़ई स्ट्राइक नहीं था। वह तो उन का प्रोटेस्ट (protest) मात्र था इस लिये वह काम पर नहीं गये थे और ज्यों ही उन की मांग पूरी हो गई वह काम पर चले गये। वह चाहते हैं कि इस सिलसिले में जो उन की गैर हाजिरी रही उस की उन को तनख्वाह मिलनी चाहिये और अगर तनख्वाह न दी जाय तो यह अवधि उनकी प्रिविलेज लीव (privilege leave) में कांउट (count) कर ली जाय। १४ दिन की प्रिविलेज लीव (privilege leave) वह ले सकते हैं। इस घटना के कारण बहुत असंतोष फैला हुआ है। इतना मैं कहूंगा कि इन्हीं कलक्टर महोदय की कृपा से देवरिया में पांच सोशलिस्ट चुने गये और कांग्रेस की हार हुई। अगर गवर्नमेन्ट यह मान ले कि उन की गैर हाजिरी प्रिविलेज लीव में काऊंट कर ली जाय और उन की तनख्वाह दे दी जाय तो शायद जो वहां का वातावरण विषाक्त हो रहा है वह शान्त हो जायगा।

दूसरी बात यह है कि जो दो भाई गोली के शिकार हुए हैं उन में से एक नौजवान रेलवे का मुलाजिम था और दूसरा भाई तो एक रेलवे कंट्रेक्टर (Railway Contractor) का लड़का था। वह नौजवान स्टोर्स डिपार्टमेंट (Stores Department) का था और उस के पिता भी रेलवे के मुलाजिम थे जो आज रिटायर्ड हैं। अब उन के एक और लड़का है जो कि इंटरमिजियेट पास है। मैं ने जी० ऐम० से कहा और डी० ऐम० से भी कहा। डी० ऐम० ने कहा कि मैं उस को नौकर रख लूंगा। लेकिन वह चूंकि पुश्तैनी नौकर रेलवे का है इस लिये वह चाहता है कि उसे भी रेलवे में नौकरी मिले और थर्ड ग्रेड (third grade) में उस को नौकर रखा जाये। लेकिन जी० ऐम० उसे कहते हैं कि वह उसे थर्ड ग्रेड की नौकरी नहीं दे सकते पर फोर्थ ग्रेड (fourth grade) की नौकरी दे सकते हैं। मेरी गवर्नमेन्ट से प्रार्थना है कि उस को नौकरी दे दी जाय जिस से कि उस परिवार की परवरिश हो सके। अब उस परिवार में एक विधवा औरत है, उस नौजवान का वृद्ध पिता है और वह लड़का है। और कोई नहीं है। मैं गवर्नमेन्ट से अनुरोध करूंगा कि वह उस परिवार के भरण-पोषण का प्रबन्ध करे। जो नौजवान मारा गया है वह शान्तिप्रिय आदमी था लेकिन वह सिर्फ जलूस में चला गया था और वहां वह गोली का शिकार हुआ। कहा जाता है कि वह डी० ऐम० की गोली का शिकार हुआ। लेकिन मालूम नहीं कि ठीक बात क्या है। यह नहीं मालूम कि वह कैसे मरा और किस की गोली उस को लगी। न तो उस का पोस्टमार्टम हुआ और न उस का लाश ही दी गई। यह बड़े खेद की बात है। उस की लाश दी जानी चाहिये थी और उस का पोस्ट-मार्टम होना चाहिये था।। अब अगर सरकार उस के भाई को नौकरी दे दे तो बहुत अच्छा हो।

रेलवे में जो सुधार और यात्रियों की सुविधाओं के बारे में कटमोशन (Cut-Motion) दिया गया है उस के सम्बन्ध में मैं यह कहना चाहता हूं कि आज कल जो रेलवे क्वार्टर बन रहे हैं वह इतने कमज़ोर बन रहे हैं कि अगर उन में जोर से लात मारी जाय तो शायद वह गिर जायें। गवर्नमेन्ट का रुपया तो खर्च हो रहा है पर जो क्वार्टर बनाये जा रहे हैं वह बहुत कमजोर हैं। एक सड़क बनारस में बनाई गई थी। वह सीमेंट की सड़क थी। उस

[श्री सिंहासन सिंह]

सड़क की ज़िन्दगी कम से कम बीस साल होती है। मैं वहां जी० ऐम० के साथ गया था और मैं ने देखा कि वह सीमेंट रोड जो कि बनारस में बनाई गई थी वह एक बरस के अन्दर ही उखड़ गई। इस पर जी० ऐम० साहब ने इंजीनियर से पूछा कि क्या उस कंट्रेक्टर को ब्लैक लिस्ट (black list) किया गया है तो मालूम हुआ कि उस को तो और दूसरा उस से बड़ा कंट्रेक्ट (Contract) मिल गया। तो जो मकानात बनते हैं वह बहुत कमजोर बनते हैं।

दूसरी बात मुझे गवर्नमेन्ट से यह कहनी है कि जो मकान बनते हैं उन में मजदूरों के आराम का कोई भी इन्तजाम नहीं है। जो मकान बनवाये गये हैं वह कुछ एक कमरे के हैं और कुछ दो कमरों के हैं। किसी को एक कमरे का मकान दिया गया है किसी को दो कमरों का दिया गया है। लेकिन अगर किसी के मेहमान आ जाय तो उस के ठहरने के लिये कोई जगह नहीं है। किसी मकान में बरामदा (Verandah) नहीं है। इस लिये अगर गवर्नमेन्ट इन मकानों में बाहर एक एक बरामदा बनवा दे तो बहुत अच्छा हो। हम हिन्दुस्तानी बरामदे में रहने के आदी हैं। बाहर बरामदा न होने से अगर कोई मेहमान आ जाता है तो औरतों को बहुत तकलीफ हो जाती है। मजदूर लोग कहते हैं कि हम को जो क्वार्टर मिले हैं उन में हम को यह तकलीफ है। वह कहते हैं कि अगर अंग्रेज हमारे आराम का ख्याल नहीं करते थे तो एक बात भी थी मगर आज तो हमारे हिन्दुस्तानी भाई ही क्वार्टर बनवा रहे हैं पर वह भी उसी लकीर पर चल रहे हैं और हमारे लिये उसी तरह के क्वार्टर बनवा रहे हैं। इसलिये मेरी प्रार्थना है कि जो क्वार्टर बन चुके हैं उन में बाहर एक बरामदा बनवा दिया जाय और जो आगे क्वार्टर बनाये जायें उन में एक बरामदा बाहर जरूर होना चाहिये। ऐसा होने से उन की बहुत सी तकलीफें दूर हो जायेंगी।

दूसरी बात मैं कसिया के बारे में कहना चाहता हूं। यह एक अन्तर्राष्ट्रीय स्थान है और यहां हर साल बहुत से बुद्ध भिक्षु आते हैं। यहां आने के लिये उन को देवरिया या गोरखपुर में उतरना पड़ता है। यह जगह गोरखपुर से ३५ मील है और देवरिया से २० मील है। कसिया तक जाने के लिये बस के सिवा और कोई रास्ता नहीं है। जाड़े के दिनों में तो हजारों की तादाद में बुद्ध यात्री आते हैं और उन को बहुत तकलीफ होती है। एक अन्तर्राष्ट्रीय स्थान होने के कारण गवर्नमेन्ट को चाहिये कि इस को रेलवे से सम्बन्धित कर दे। आज देवरिया नया ज़िला बना है। उस ज़िले में भी अगर रेल हो जाये तो यह दिक्कत दूर हो जाये। कसिया बुद्ध भगवान का निर्वाण का स्थान होने से बहुत महत्व का स्थान है इस लिये यहां तक रेलवे जरूर होनी चाहिये। ऐसा अगर हो जाये तो यहां की जनता नहीं बल्कि बाहर के लोग भी इस पर साधुवाद करेंगे। मुझे उम्मीद है कि अगले बजट में इस को स्थान दिया जायेगा।

दूसरी बात बांसगांव तहसील के बारे में है जो कि सब घनी आबादी की तहसील है। वहां कोई यात्रा साधन वजुज एक सड़क के नहीं है। वह नदी से कट जाती है और बाढ़ से घिर जाती है, वहां रेलवे ले जाने का प्रोग्राम भी था मगर लड़ाई के कारण वह काम में नहीं आ सका। बांसगांव तहसील के आदमी हिन्दुस्तान के हर हिस्से में फैले

हुए हैं। जहां भी आप हिन्दुस्तान में जायं आप बांसगांव के आदमी को पायेंगे। और मेरी प्रार्थना है कि अगर इस बार नहीं हो सका तो अगले बजट में इस के लिये अवश्य इन्तजाम किया जाना चाहिये।

मेरे और भी बहुत से भाई बोलने के लिये बैठे हुए हैं इस लिये मैं अधिक समय न ले कर अन्त में इतना ही कहना चाहता हूं कि जो रेलवे घटना घटी है उस की मरहम पट्टी करना हमारा काम है। अगर मजदूरों की यह मांग स्वीकार कर ली जाय कि उन की गैरहाजिरी की तनख्वाह दे दी जाय या उन को प्रिविलेज लीव (privilege leave) में कांउट कर लिया जाय और जो भाई मारे गये हैं उन के सम्बन्धियों को नौकरी दे दी जाय और जो भाई गोली लगने से घायल हुए हैं उन को मुआवजा दे दिया जाय तो बहुत वातावरण शान्त हो सकता है। इस पर अड़े रहना कि हम मुआवजा नहीं देंगे और उन की मांगें स्वीकार नहीं करेंगे हमारे लिये अच्छा नहीं होगा। हम को उन्हें अपना भाई समझ कर और राष्ट्र के नागरिक समझ कर उन के साथ ऐसा व्यवहार करना चाहिये कि उन के साथ किसी तरह की सख्ती न हो। बस यही मुझे कहना है।

(English translation of the above speech).

Shri Sinhasan Singh (Gorakhpur District—South): Sir, since Shri Ramji Varma, a member from Deoria, mentioned my name more than once in connection with the firing at Gorakhpur, I feel like saying something in this connection before this House.

The firing at Gorakhpur was of course a tragic incident, more so as the authorities did not handle the situation properly. If they had properly handled it, probably it would have been averted. As I have already described, it was quite a trivial incident. Some clerks of the T.M.'s Office were agitating as a protest against the proposed transfer of certain clerks of the Claims Section to Calcutta and against the inability of certain approved candidates to appear in the examination. When it had been agreed upon between the General Manager and the representatives of the clerks that the clerks would ventilate their grievances through their representatives it was not proper and desirable on the part of the clerks to approach him direct. All along the day they raised slogans and made demonstration before the residence of the T.M. Then they went to G.M.'s residence where they were told by the G.M. that they should send their representatives to him for talks. Well, it is fortunate that the G.M. of the Northern Railway is a quiet man who would not like to put anyone to harm. His only concern is to raise the prestige of the Railway and the country. Therefore on hearing such slogans he phoned to the Collector—and this was only natural—asking him to take the whole matter into his hands as it had gone out of his (G.M.'s) control. The G.M. told the Collector that although eight to ten days had passed since the matter rose and the agitators were not prepared to enter into proper negotiations with him. Consequently, the Collector reached the spot. Such incidents had unfortunately occurred twice before in Gorakhpur but the then Collectors had settled the matter very peacefully without opening fire or even arresting anyone. Once in 1948, when the workshop was entirely closed down, Shri Durga Prasad Singh, the then Collector, accompanied by some of us, went to the spot and settled the entire dispute. All the workers resumed their work. Later in 1950 also, the Collector—this time it was Shri S. M. Tripathi—had the strike called off without ordering any *lathi* charge or harassing anybody. But the dispute in question was far smaller than the one described before. There was no strike even. I can say that the only factor responsible for the development of this tragedy was the changed outlook of the authorities. What was really needed was that after the departure of the G.M. the Collector should have patiently and generously asked the demonstrators as to what their grievances were. Instead of arresting ten persons at the spot he should have politely told them that they should not mind if the G.M. or the T.M. did not listen to their grievances as he was prepared to give them a patient hearing. These words would have done the trick. But not behaving in this way he arrested some persons.

On the 24th the matter grew worse and about 70 persons were rounded up. They also included some workers

[Shri Sinhasan Singh]

of our union, who had no connection whatsoever with the incident. We later told them that all the arrested persons were prepared to give them in writing that they would not in any way violate the law, if they were released. But the authorities would not release them even on this condition. The situation grew worse and worse and subsequently it culminated in a police firing. It is difficult to say who was really to be accused for this. Brick-bats were freely thrown from either side. I refuse to say anything definite in this connection without making full inquiry into the matter. Although it cannot be said as to who was responsible for the firing, the fact remains that these people did not, in any way, want to hamper the work of the Railways and that they treat Railways as national property. Their demand was that their colleagues should be released. Now they all have been released. Now they have two or three demands. I would suggest to the Government that they would do well to have an inquiry instituted into the said firing incident. Unless an inquiry is instituted the fault cannot be ascribed to any one party or the other. While the Railway authorities have held the strike as illegal, the workers say that it was no strike at all. According to the workers it was merely a protest and they remained absent and as soon as their demands were fulfilled they resumed their duties. They, therefore, demand that they should get the pay for the period of the so-called strike and in case no pay is given at least the period should be counted as privilege leave as they are entitled to fourteen days' privilege leave. This incident has caused wide-spread dissatisfaction among the people. May I say that it was due to the attitude of this Collector that the Congress had to suffer defeat and five Socialists were returned in Deoria. If the Government agree to count the period of strike as privilege leave and give them pay for the said period there can be possibility of the agitation cooling down, otherwise not.

The next thing is that one of the two persons, that were killed as a result of the police firing, was a young Railway employee and the other was the son of a big Railway contractor. The former served in the Stores Department and his father is also a retired Railway servant. He has another son who has passed the Intermediate Examination I spoke about him to the G.M. as also to the D.M The latter told me that since that boy's forefathers had been serving in the Railway, he was also desirous of serving in the Railway. The D.M., however, assured me that he would do his best to provide him with employment. The boy wants some post of the third grade but the G.M. says that he can take him in the fourth grade and not in the third grade. I would like to appeal to the Government that the poor man should be provided with some employment so that he may maintain his family which consists of a widow, his old father and himself. None else is there. I would appeal once again to the Government to provide for the maintenance of that family. The deceased youth was a quiet man. His only fault was that he had joined the procession. So he was shot dead. He is reported to have been hit by a shot fired by the D.M. himself, but the fact is still unknown. None can say with authority as to whose bullet caused his death. Neither the *post mortem* was held nor was his dead body handed over to his relatives. This is, of course, very regrettable. What was desired was that his dead body should have been sent for *post mortem* and then handed over to his relations. Now it would be a generous act on the part of the Government to provide his brother with employment.

With respect to the cut motion moved to discuss the provision of more amenities to passengers I would say that the Railway quarters now being constructed are so weakly-built that they can hardly sustain even a human kick. Although plenty of money is being spent by the Government on the construction of these houses, they are so worthless. Then there was a cemented road constructed in Banaras. Life of cemented roads is normally supposed to be at least twenty years. But when I went there with the G.M. I found that that cemented road had broken at places only in one year's time. Asked whether the name of the contractor concerned was included in the black list the engineer told the G.M. that the contractor had secured a still bigger contract. So what I want to say is that these houses are very flimsy structures.

The other thing which I want to say is that the design of these houses is such as does not provide any comfort to the workers. Out of the houses so far built some are single-roomed and others are double-roomed. Some of the workers have been allotted single-roomed houses while the others have been allotted double-roomed ones. But these houses do not provide any extra accommodation with the result that if any guests come it becomes

difficult to arrange for their stay even. In none of the houses is verandah provided. Government will, therefore, do well to provide verandahs outside these houses. We in India are accustomed to have verandahs in our houses. In the absence of a verandah women are put to great inconvenience should some guests arrive in the house. The workers complain of so many things regarding their houses. They say that when Britishers did not care for their comforts it could be understood but now that their own brethren had the control of administration they should not follow in their predecessors' footsteps. I, therefore, submit that in the houses already constructed verandahs should be provided outside and in the future care should be taken to see that all houses have verandahs. This would go a long way to remove many inconveniences now being faced by the occupants of these houses.

Then I would like to say something about Kasia. It is a place of international importance where a good number of Buddhist Bhikshus come every year. Such visitors have to detrain at Deoria or Gorakhpur from where they cover a distance of about 35 miles upto Kasia by bus. There is no other means of transport for Kasia. Especially in winter thousands of Buddhist pilgrims who visit this place are put to much inconvenience. It being a place of international importance requires to be connected with Railway. Deoria is a newly-formed district. If even that place is connected with railway then also this hardship can be alleviated to a great extent. Kasia being the place where Bhagwan Buddha got salvation must have Railway link. If that is done, I am sure, not only the local population but the outsiders will be much grateful. I, therefore, hope that provision would be made for this in the next Budget.

The next thing relates to Bansgaon which is one of the most densely-populated *tehsils*. There is no other means of transport than a national highway. This road is washed away by the river when it is in spate. It was proposed to construct a railway line upto that place but the scheme had had to be dropped on account of the war. The residents of Bansgaon *tehsil* are to be found all over India Wherever you go you will find people belonging to this tehsil. I would submit that if it has not been possible to make such provisions in the present Budget care should be taken to see that this is done in the next one.

Since many an hon. Member wants to speak I would not take more time and would only add that it is upto us to quell the agitation arising out of the firing incident. If certain demands of the workers are fulfilled the situation can be brought under control. Their demands are that they should get the pay for the period of strike or that period should be counted as privilege leave, the relations of the deceased persons should be provided with some employment and compensation should be paid to the injured persons. It would be no good for us to insist on not giving compensation or not fulfilling their other demands. We should consider them as our own brothers and should not in any way treat them with any harshness whatsoever. That is all I have to say.

Shri B. C. Das (Ganjam South): I am new to this House. Therefore, naturally, I went through the Debates on the Railway Budget of the previous years. What I find in these discussions is that the same criticisms are levelled against the Railway administration from year to year. These criticisms centre round two glaring lapses of the administration. The criticisms are first that the Railway administration has failed miserably to satisfy the needs of the third class and inter class passengers who constitute the majority of the passengers in our country, and secondly that the Railway administration has not satisfied the demands of the railway workers who run the railways. The railway workers, who run the Railways derive little benefit from the Railway administration. So also, the third class and inter class passengers, who contribute the largest share to the railway revenues, derive little benefit from the Railways. One should not be surprised at this. Those who know the history of our Railways, know that the British did not lay these thousands and thousands of miles of railways for the love of India. They laid these lines just to serve their imperialist interests, commercial and military interests and therefore, they never cared for the amenities of the passengers, nor for the welfare of the workers.

Shri B. Shiva Rao (South Kanara—South): On a point of order, Sir, is this cut motion in respect of passenger amenities?

Shri B. C. Das: Introduction, Sir. Let not the Member be impatient.

Mr. Deputy-Speaker: This cut relates to labour welfare.

Shri B. C. Das: I am coming to that.

Mr. Deputy-Speaker: Are passengers included in the category of labour?

Shri B. C. Das: It is a matter of reference. My hon. friend should not be impatient.

Shri Nambiar: The workers also travel in trains.

Mr. Deputy-Speaker: The hon. Member will proceed directly to labour welfare.

Shri B. C. Das: Therefore those who are mainly responsible for running the Railways, drive no benefit from the Railways in India.

We know that the British laid the railways in India not for our benefit, but for serving their imperialist interests. And so, the people, the common people, and more especially the workers, do not derive any benefit from the railways, and they never were made to feel that the railways were their own. The machinery that the British had devised, the methods they had adopted, I am sorry to say, even now remain unchanged. That is why, even today the railway workers do not feel that the railways are their own. I am sorry to say that after the assumption of office by the Congress, the railway workers are meeting with more severe repression. Their salaries are being reduced. Their trade union liberties are being increasingly encroached upon. Their work-load is being increased. They are meeting with greater hardships under the Congress regime than even under the imperialist regime. That is the sad lot of the workers today. And a Government, or any system which wants to become a public utility service No. 1 has to respond to the desires of the people, has to adapt itself to the requirements of the people, to the requirements of the workers who are mainly responsible for its working. I am sorry today the administration runs in such a way that it remains very insensitive, unresponsive to the demands and the desires of the working population. And just a few instances I may be permitted to cite as to how the workers are suffering under the present regime.

The Central Pay Commission, basing its recommendations on the stability of the price level, fixed certain scales of pay. But as we know, there is no stability in the price level, and the prices have soared up much higher than the price level visualised by the Pay Commission. But we see no indication on the part of the administration to adjust wages to the price level. Not only this but the wage increase that has been given by the recommendations of the Pay Commission is sought to be reduced again, taken away from the workers by devious methods. We all know that the grain shop concession has been withdrawn, certain educational facilities, certain travelling facilities and certain other privileges which the workers once enjoyed, have been withdrawn from them. All this we know.

I shall then come to cases where the Pay Commission's recommendations are in favour of the workers and which have not been implemented. I shall now cite the instance of the Stores distributors. These Stores distributors' lot is the hardest of all. Their work involves physical hardship, personal danger. Because of the hardship of their work, they were given certain higher wages, higher pay than the ordinary ministerial staff. When the ordinary ministerial staff used to get a basic pay of Rs. 30, they used to get Rs. 65. The Pay Commission, as is the case with any other Commission, could not be exhaustive in its recommendations. So, naturally, the Pay Commission enumerated certain categories of staff and fixed the salaries for them and laid a broad principle for fixing the salaries of other categories. But unfortunately, for these store distributors, we find that they are today getting 16 per cent. less than what they were getting before the recommendations of the Pay Commission. They have been crying hoarse over it. They have been waiting in deputations on the Ministers and the high officials. Their immediate high authority, I mean the Deputy General Manager of the Railways, knows what their job is, knows their hardships, and he has also recommended for an increment in their salary. So also, the Railway Advisory Board has also recommended for increment in the salaries of these distributors. But unfortunately today, the administration remains silent. It takes no steps, and in spite of the prayers and deputations of these distributors, nothing is being done.

Now, I will come to the housing conditions of the labourers. In 1945, Dr. Ambedkar, when he was an Executive Councillor, visited Kharagpur. He saw the hutments of the labourers. He wrote down his opinion that these places were not fit for human habitation. And also our Prime Minister has more than once given his opinion that these buildings deserve immediate dismantling. In spite of Government

spokesmen giving their view in favour of dismantling these hovels, we find they are continuing. They are there, and in these uninhabitable places the workers are made to live. Moreover, there are 9 lakh Railway labourers, but we have got these miserable hutments only for 2 lakhs, and the rest have not got any place to live in. Further, if the scheme that has been suggested by the Railway Ministry is to be put into practice, it will take 80 years for all the workers to get a place of living. That is the tragedy of it. If the workers do not have a roof to live under, if they cannot get sufficient food, if they live always in sore distress, if they always think of their bread, if they always think of their clothing, if they always think of their housing, you cannot expect them to be satisfied, you cannot expect them to feel that the Railway is their own, that it is a national railway, is meant for the benefit of the entire country. This sort of psychology cannot be created when conditions are so miserable and the administration is so apathetic to the considerations of the requirements of the Railway population.

The Government spokesmen have said that there are a few schools, 136 or so, for the entire labouring population in this country, the entire railway labourers in this country. Now, these labourers once used to send their dependents to the schools. Now, they have been asked not to send their dependents to the schools. Only their own sons and daughters are to be sent, but if a brother or a nephew who is dependent on the Railway employee wants to study, he has to go elsewhere. He cannot go to the Railway school. The doors of the school are closed to him. This is a new offensive by the Government.

The medical facilities also are being curtailed. Now only the daughters and sons of the railway employees can go to these hospitals. If other dependents go to the hospitals, they have to pay for the diet, they have to pay for the medicine. In this manner, what is paid with the one hand is taken away by the other hand. This is being done. So also when there is some increase in pay, one man is made to do the work of two men. The gangman is forced to turn out the work of two persons. It is the same case with other categories of workers also. The consequence is that if a person is overworked, works at a stretch, without any rest, he makes mistakes which in the running of railways, cost thousands of lives. If there is a railway accident as a result, then they say 'sabotage', and the railway worker is brought to book and punished. Those administrators responsible for the management of the labourers do not think of the human aspect of the problem, they do not consider that a human being is running the machinery, and that human beings are responsible for running the railways; they go scot-free, they are not punished; they talk from high the sermon that the workers are responsible for sabotage. The workers feel that they are crushed, and being made to work day in and day out. When they are over strained they make a slip, it costs thousands of lives in a railway accident. I place the responsibility for these accidents at the doors of the Government. It is the Government that has endangered the lives of thousands of our people, because of its callous and anti-national policy.

I would like to bring to the notice of the House, another grave injustice being done to another category of workers,—the station masters of the East Punjab Railway. They served as Assistant Station Masters for 15 to 18 years, and had to perfom night duties which are very arduous and difficult in nature, after which they became Station Masters. Now they have been reduced again to the category of Assistant Station Masters, and asked to perform those very same arduous duties again at their late stage in life, when they are 45 to 50 years old. In their old age, they are asked to undergo the arduous strain of the apprenticeship of an Assistant Station Master, perform night duties while they have already served as such for a period of some 18 to 20 years. The human aspect is totally absent from the railway administration. The railway system is a national asset, it is the people's railway system. The people must be made to feel that the railway is being run for their well-being, and as it is a national asset, every one derives benefit out of it. They should be made to feel that it is not the imperialist railway system which was laid in the country for their benefit, to achieve their military ends, to take huge quantities of raw materials from interior of India to Indian ports for export to their own country. Now that it is a nationalised undertaking, the function of the railway is to see that the Indian people are benefited, that Indian industries flourish, and that the Indian workers who run the management feel inspired that the railways run for their good, for the interests of the nation. They should be made to feel that they are managing the railway system not as tools, not as slaves, but as masters, as co-sharers. If this attitude is not adopted I am sorry to say, the railway administration will fail. Today the Government

[Shri B. C. Das]

are trying to trample under foot the just claims of the workers. But the writing on the wall must be heeded. The workers who constitute the backbone of the nation cannot be ignored, and cannot be trampled under foot. The time of the worker has come, his day is going to dawn soon, in spite of slanders, disruption and repression adopted by the Congress regime.

The Minister of Labour (Shri V. V. Giri): I am grateful to you for the opportunity you have given me to intervene in this debate on the issue of Labour Policy relating to Railway Labour. You are aware that I have been connected with the railwaymen and railway organisations for at least 32 years, and the railwaymen have a claim on me whether I am a trade unionist, a Minister in the Province or at the Centre, or a public man. I may be permitted to deal with this question objectively and from the point of view of fundamental principles.

Railway Unions are intimately connected with the Labour Welfare of Railways. But for railway unions and railway organisations putting forward before Government from time to time their difficulties in the matter, Labour Welfare will not advance. I may state the history connected with the railway organisations in the country, as briefly as possible in a minute or two. In or about 1920, Railway Labour seeing their weak position and the way in which the employers treated them began to organise themselves as railway trade unions. Individual railway organisations came into existence throughout the length and breadh of the country, and many of us joined those unions as workers, and tried to organise them in a proper manner. We found however that unless there was co-ordination in the matter of the work of these railway unions, nothing much could be advanced, and therefore we organised the Railwaymen's Federation to which most of the railway unions that existed were affiliated. It was on account of that organisation that not merely individual and collective grievances of different railway systems were discussed with the respective managements, but generally where the issues affected railwaymen of different categories in the country, we tried our humble best to ask the Government then existing, to meet the Railwaymen's Federation from time to time. It was after five or six years of agitation, in the year 1928, Sir George Rainy, the then Railway Member agreed to a Joint Standing Machinery of a kind which meant half-yearly meetings between the Railway Administration and the Railwaymen's Federation. Later, we found that the result was unsatisfactory, that there was only mere recognition of railway unions on paper, almost a mere record of the meetings between the railwaymen and the Railway Board on paper. When the Royal Commission came into existence to go into the grievances of workers generally, the Railwaymen's Federation placed before them their difficulties in the form of a memorandum and insisted that there must be a joint standing machinery to deal with all matters connected with railwaymen's demands and grievances at all levels, the first level being the railway unions in the districts dealing with the district officers, then, bigger questions to be dealt with between the Agents and the Central Councils of Railway Unions, and still bigger questions of wider importance between the Railway Board and the Railwaymen's Federation and so on. I am glad to say that the Royal Commission on Labour made very good recommendations which insisted that at every level, representatives of the workers and representatives of the management should come into close quarters and discuss across the table all manner of grievances so that strikes and strifes may be avoided, and satisfactory conclusions reached between the parties concerned. It was unfortunate that in spite of the fact that so many years elapsed the then Government could not accept their recommendations to that effect. I am indeed glad the former Railway Minister, the hon. Gopalaswami Ayyangar, and later the present Minister, who took time by the forelock to begin a study of these questions in a magnificent manner, have given the assurance that the joint standing machinery has come today into existence and it is for railway labour and the organised railway unions in the country to take advantage of that machinery. Most of the points that have been referred to by my predecessors who spoke, if they utilise the opportunity through their organised unions to put forward these demands and grievances I am absolutely certain that most of them can be decided or conclusions arrived at satisfactory to both the parties. I would like to repeat that a great duty is cast on railway labour leaders and their organisations to build them on a sound basis. They will remember that when we started these railway organisations 32 years ago, railwaymen were afraid to come to meetings and hear us because if they attended, the next day they would not find their seats in their offices.

Shri Nambiar: Is it happening today?

Shri V. V. Giri: I hope not. If it is happening, we shall not allow it. I can assure my good friend on the other side who is very much interested and who has done great work for the railway workers that we shall try our humble best to put the industrial relations between railway management and railway workers on a proper footing. But let me tell him and all my friends who are most interested in railwaymen who number nearly a million people and with their families I may almost say they are as big as the population of Ceylon, I am sure a duty is cast on them, and they must realise that they must build these unions on a sound basis, on a democratic basis so that they will not only advance the cause of railway workers but assure peace and security on the railways in this country for the benefit of the community. Therefore, the first object that they want to attain, if that object is to be attained, is that they must build unions on a sound and healthy basis so that they can make proper representations to the proper quarters and get redress grievances. The conciliation machinery that has been put into effect must be utilised at every stage and in every manner possible to secure the necessary results. I have said always that internal settlement of disputes is certainly far more preferable and more abiding than the imposition of a decision by an external authority, whether they are courts or even Government. I therefore want that railway union leaders should realise that they should depend for the settlement of disputes and differences through the joint standing machinery and avoid at every stage any external authority, even the courts that are now existing.

11 A.M.

You must always remember that legislation alone cannot get you the welfare measures that you require. Legislation is useful, but in my humble view, mutual agreements, conventions and traditions that are built up through the association of railway unions and railway management will be far more abiding than anything else. These are some of the basic facts that you have to understand, and I say the railway administration and railway managements have to understand and I appeal to them and I appeal to you to have a spirit of conciliation, to come together at every stage, to use the joint standing machinery at every stage, and I am absolutely certain that an era of progress and prosperity will await the railway workers and the railway administration in the country.

I do not wish to take more time and I am absolutely certain that if there is a greater understanding and a spirit of give and take, there is great hope for railway workers and the railway administration. I want to tell the unions that they should not merely pamper to the demands of railway workers and speak as it would please them. We have a duty to the railway workers, the railway workers have their duties and responsibilities and if they realise their duties and responsibilities, rights and privileges will follow. I want that my suggestions be considered by railway unions and the railway administration; and I can assure you the Railway Minister, will do his very best to look into all matters fairly and squarely, and he has shown by the study that he has made in so short a time of Railwaymen's problems that he will be capable of dealing with them very successfully and bring peace and contentment on the railways.

Mr. Deputy-Speaker: I will call the Railway Minister at 11.10. There are still 9 minutes left. I will call Mr. C. N. P. Sinha from Bihar. He must conclude in 9 minutes.

Shri C. N. P. Sinha (Muzaffarpur North-West) : I should be indeed very thankful to you, Sir, because I catch your eye and generally many people who desire to speak cannot get a chance to do so. I really appreciate your difficulties in the vast ocean of 500 human heads. Anyhow I have been given an opportunity to speak for which I am very thankful to you.

I have to speak on Demand No. 15, but I have also to speak on Demand No. 9. It is very essential because I belong to North Bihar, Muzaffarpur district and I have to put certain suggestions here and I am afraid I will not get time after 11.10. So, first I will take up Demand No. 15 and for this I am begging your pardon, Sir. I support the demand of our Railway Minister because I am not one with those who have spent lot of their time in destructive criticism in order to get applause outside the House. I am talking about the Members of the Opposition. They are for better amenities to the passengers. They are for increasing the number of trains, opening of new lines and no retrenchment in the staff without any further additional expenditure or additional grant. But as far as I think that is not possible without any additional grant. Now, I propose to confine myself to two or three things in the Railway Budget. Let me tell you, Sir that the Railway Budget is customary in its outlook.

[Shri C. N. P. Sinha]

One of the encouraging features of the Railway Budget is the fact that the railway fares are not increased. The level of railway fares in our country is high in comparison with the level of *per capita* income. In this connection, I would like to mention, Sir, that the poor people of this country who travel when they must under the existing conditions of travel are terrified at the level of fares. Although the Railway is the only cheapest means of transport in our country, many poor class people have avoided travel at all out of the consideration of the high fares. It will do no good to compare the level of fares obtaining in this country with the fares obtaining in other countries such as the United Kingdom and America because the *per capita* income in those countries is much more than in India. Here I would urge the Government to consider whether the time has not come for giving the common man in this country some relief by a nominal reduction in the railway fares which would go a long way to establish the goodwill of the masses that contribute more than 75 per cent. of our railway revenues.

Regarding the improvements in the railways in recent years, I would congratulate the Railway Minister because numerous improvements have been made and the most important among them are the complete rehabilitation of the railways, trains running to the scheduled time and other facilities to the passengers. Accidents too have been reduced and I do hope that the train disasters will be reduced to zero in the long run by devising some more effective means.

Now coming to the point I would like to remind the Hon. Minister about the urgent need of restoring the dismantled lines and exploring new lines particularly in North Bihar. As you know, Sir, North Bihar is not fully developed. It is well-known to you, Sir, that the failure of monsoon caused chaotic famine in North Bihar and at that time the Government was at its wit's end how to transport foodgrains to the famine areas. In North Bihar there are few communications even though it is rich in soil. The earliest system of railway development proved profitable to South Bihar as all the coal fields were concentrated in South Bihar. The whole system of railways was built with a bias in favour of Calcutta and South Bihar. We neglected all that at that time. Now within another few years you would have electricity from the Kosi project and by the source of electricity you would have small and medium-sized industries.

Sir, I shall take two or three minutes more. It is very essential that some new lines should be constructed there. Now, in this connection I would like to draw the attention of the Hon. Minister that the construction of new lines in North Eastern Railway is very essential. The social and economic development of the vast area roundabout Sitamar and Muzaffarpur in North Bihar is not possible unless there is a line between these two places. It is also an urgent need that this line should be connected with the Nepal Tarai for strategic purposes and defence purposes. There are vast possibilities of increased commercial traffic in this area and I would request the Railway Minister to look into the question afresh. This area has not even been connected with any national highways. So for the lack of roads and for the lack of the railway facilities, the people of this area are forced to live a life backward economically.

Now, coming to the other point—because the time is very short at my disposal, I had to say so many things Sir—the most important problem confronting the people of that area is the construction of the Ganga bridge which will connect North Bihar with South Bihar. The Hon. Minister will have no difficulty in the case of this part of my proposal as the importance of the said bridge is an accepted proposition. The difference of opinion centres round the location of the bridge which I hope will not take much time to be settled. Personally I find no difference whether it is constructed at Mokamah or Patna. But it has got some advantages at Patna. The construction of Ganga Bridge is not only essential for the defence of our country especially today when there are troubles and turmoils beyond our northern frontiers, but it will also facilitate the huge transport of perishable goods such as plantains, mangoes, vegetables etc. It will also increase the purchasing power of the population. I have got very little time. I shall finish in a minute.....

Mr. Deputy-Speaker: The hon. Member must resume his seat. Yes, the Hon. Minister.

The Minister of Railways (Shri L. B. Shastri): Several matters other than labour and their welfare have been discussed and I am afraid it will not be possible for me to deal with each and every point raised before the House. But I shall try to deal with as many as time permits.

As regards labour welfare work, I think the House will agree that it has

expanded very much during the last two years. It will take much time to recount all the activities being conducted by Government agencies. However, I shall give the House in brief an idea of the main activities of this branch, especially regarding pay scales which were referred to by one of the Hon. Members of the Opposition, and regarding dearness allowance and the negotiating machinery. With regard to pay scales, it will be of interest to Members that the total pay bill of gazetted officers as well as the average emoluments of gazetted officers have gone down in the past 12 years, unlike the case of Class III and Class IV officers. We have prepared a memorandum on the subject, and if any hon. Member of this House would like to see it, I shall be happy to show it to him and discuss it further with him. As a result of the action taken by the Railway Board on the recommendations of the Central Pay Commission in so far as they relate to railway servants, the following important improvements have been made—which I shall read just now—regarding pay scales and allowances:—

The minimum pay for Class IV employees has been raised from Rs. 10 to Rs. 30. The minimum for class III staff has also been raised from Rs. 35 to Rs. 55. The scale of skilled workers has been fixed at Rs. 55—Rs. 130, which is in excess of what the Central Pay Commission itself recommended.

Shri Feroze Gandhi (Pratapgarh Distt.—West *cum* Race Bareli Distt.—East): May I know what the minimum D.A. is? Is it Rs. 30?

Shri L. B. Shastri: Minimum dearness allowance: Rs. 45 in addition.

Shri Nambiar: Minimum dearness allowance is Rs. 40?

Shri L. B. Shastri: Rs. 40 and Rs. 45.

The pay and allowances of running staff have been revised and standardized. As regards leave rules, liberalised leave terms have been sanctioned for all categories of staff. Distinctions for leave purposes between various categories of staff have been removed, and leave salary has been raised from substantive pay to average pay for the first two months. In the case of Class IV staff and semi-skilled and unskilled workmen, leave has been raised from 10 and 20 days a year to 1/22nd and 1/11th of duty, depending on the length of service. Besides that, temporary staff with over one year's service has been given the same benefit as permanent staff for purposes of leave. As regards provident fund, all railway employees including temporary staff with over 12 months' service have been brought on as compulsory subscribers to the railway provident fund, instead of the previous system of only a limited number of staff having the benefits with certain others being optional subscribers. The Government contribution in the case of temporary staff is credited on confirmation only.

As regards dearness allowance, I have already said in this House that Government propose to appoint a committee in order to determine what this portion should be. I may inform the House that the proposal of the Railway Board regarding the formation of that committee has been finalized and it is now under the consideration of the Finance Ministry. I hope the announcement of the appointment of this committee will be made soon.

I shall say a few words regarding the working of the negotiating machinery. Members are aware that with a view to bringing about an improvement in labour relations a permanent negotiating machinery for dealing with disputes between railway labour and the administration has been set up on railways with effect from 1st January, 1952. The machinery is envisaged in three tiers. At the lowest level, the recognised branches of unions would contact the district or divisional officers. The head offices of the unions, as opposed to the branches, would contact the General Managers. And the Railway Board would deal only with the two federations of the unions. If agreement between the federations and the Railway Board could not be reached on any important matter, it would be open to Government to agree to a reference being made to an *ad hoc* tribunal which would be composed of an equal number of representatives of labour and of the Railway Board, with a neutral chairman. Government would of course reserved its right to accept, modify or reject the decisions of the tribunal if it considered it necessary to do so in exercise of its powers as Government, as separate from its position as employer.

As regards one or two other points made here regarding railway schools and hostels and the sons and daughters of the employees not being given facilities which they used to get before in the existing institutions of the railways, I shall in one or two minutes briefly deal with them. Shri Bijoy Chandra Das said that railway schools are

[Shri L. B. Shastri]

reserved for the children of the railway employees and the dependents of those employees like brothers and sisters get no preference. Well, the difficulty is that there is a scarcity of accommodation and therefore it has been decided to give the children preference over dependents.

Shri Nambiar: Preference may be given, but others also may get some chance if there are vacancies.

Shri L. B. Shastri: If there is a vacancy they will get a chance. There is no doubt about it.

Shri Nambiar: That is denied.

Shri L. B. Shastri: No, it is not denied. If there is a vacancy, it will be given. I shall see that if there is any change in the rules, it does not create any unnecessary hardship.

As regards medical service, the hon. Member said that it is not available to dependants. That is not wholly correct. Dependants also are treated by railway Doctors, but, of course, not free. Employees and their families get free medical attention, but they have to pay for the treatment of dependants.

The hon. Member Shri Barrow said that the State Governments should be persuaded to take over railway schools.

Shri Barrow: No, I did not say that. I said that when the time comes for the State Governments to take over railway schools, then some arrangement can be made.

Shri L. B. Shastri: I thought that the hon. Member had said that. But anyhow, in this matter we have been attempting to do this for some time, and only recently—perhaps last year—the State Governments were asked to take over some schools, but they have declined to take them over for various reasons. The hon. Member said that the scheme of hostels has been given up. But that is not so. In fact Government propose to establish at various suitable centres hostels where children of railway employees working at wayside stations reside, education being imparted in existing outside schools. At present in addition to the schools the Administration gives assistance to class III employees including skilled artisans for the education of their children if they have to send them to schools at places other than their own headquarters. This assistance comprises of part payment of the school fees and part payment of boarding charges. When the hostels already referred to have been established it is proposed to reconsider whether the subsidies should be discontinued.

Shri Gurmukh Singh Musafir referred to a commission in the Posts and Telegraphs Department for dealing with appeals. This Commission which was established about three years ago was abolished as it was found that it did not work satisfactorily. We have recently enlarged our disciplinary procedure by which an employee who has been dismissed or removed from service can approach the General Manager for a revision and request him to consult the Railway Rates Tribunal also.

One of the hon. Members from Etah District in Uttar Pradesh—I think it was Shri Rohanlal Chaturvedi—and another hon. Member from Bihar made certain suggestions regarding their Districts and their States. Well, the suggestions made by the hon. Member from Bihar will certainly be examined. As regards Etah it is true that it is perhaps the only District headquarters in Uttar Pradesh which is not connected by rail. It is difficult for me to say anything with certainty just at present but I shall certainly ask the Railway Board to let me know as to how and where the matter stands regarding the Etah railway line and Etah Railway station.

Sir, I have nothing more to add. I have already expressed my views regarding labour and welfare in my two speeches which I made the other day. I can only say that the interest of labour will always be my main concern and I shall see that the facilities allowed to labour are implemented quickly. I shall in future be happy to expand our welfare activities to serve the best interests of labour.

Shri Nambiar: A word about the labour situation in Gorakhpur after the shooting there may also be mentioned.

Shri L. B. Shastri: That motion is not being discussed just now and therefore I did not say anything on it.

Shri Nambiar: The point has been raised.

Mr. Deputy-Speaker: That is not relevant to the cut motion moved.

Now I shall put all the cut motions under Demand No. 9A together unless any hon. Member wants his cut motion to be put separately.

Shri Nambiar: No. 345 relating to the Gorakhpur situation after shooting may be put separately.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

(i) "That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

(ii) "That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

(iii) "That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

(iv) "That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

The motions were negatived.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 2,61,31,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Labour Welfare'."

The motion was adopted.

DEMAND No. 15—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION FUND.

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 31,83,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Construction of New Lines—Capital and Depreciation Fund'."

What are the cut motions?

Shri Nambiar: No. 362.

Refusal of Supplies

Shri N. R. Naidu: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced to Re. 1."

Mr. Deputy-Speaker: Cut motion moved:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced to Re. 1."

Shri N. P. Damodaran (Tellicherry): Undoubtedly the Railways are the biggest nationalised undertaking in India; but unfortunately our people have not begun to feel so. They do not look upon the Railways as their own. You cannot blame them for that. They have not been made to feel by the authorities that the Railways are nationalised and belong not to the companies but to the people.

The present Railway system in India is too meagre considering the size and population of the country. As one of my hon. friends, Shri Raghavachari was pointing out, people in some places have sometimes to walk sixty or a hundred miles even to see a railway train. This is rather a sorry state of affairs in a country which is becoming increasingly important among the great countries of the world. Republican India needs more railways and more highways. They are the great unifying forces in a nation of varying languages, climate, cultures, customs and manners. The pace at which new lines are undertaken and executed is very slow. Most of the lines dismantled during the war have not yet been replaced, the Shoranur-Nilambar Railway in Malabar is one such, the replacement of which has been promised from time to time by the Railway Ministry. I am glad that it is in the current list of dismantled lines to be restored but what I want to point out is that though it has been promised to be restored from time to time it has never been done so far. This line which was a reality till a couple of years ago and served a very useful purpose is now existing only in the imagination of the Railway Ministry and in certain files of that Ministry.

[Shri N. P. Damodaran]

The South West Coast of India has only one railway line running along the coast from Mangalore to Cochin. If the proposed Ernakulam-Quilon rail link is undertaken without delay and completed early, and the present Quilon-Trivandrum metre gauge section converted into broad gauge and extended up to Cape Comorin, the coastal towns and villages of the South West Coast of India can all be connected by this line. This line will be a great unifying factor in Kerala and will bring closer the people of the two Southern States of Madras and Travancore-Cochin. Incidentally, this may also help in the formation of a new Kerala State and may play a very important part in the economical and political life of the State. I would also draw the attention of the House to the need for linking Mangalore with Bombay by rail. Of course this is likely to be a very costly proposition and I only request the Government to consider this proposal at leisure and bestow some thought on it.

The Malabar coast is not connected with the uplands by rail. A quarter of a century ago, there was a proposal to connect Tellicherry in Malabar with Mysore through Coorg. I understand that preliminary investigations and surveys were conducted in those days for connecting Tellicherry first with a place called Makut in Coorg. I do not know why the proposal was dropped. There might have been sufficient reasons then, because the country was administered by Britishers; Mysore was a native State under a Maharaja; Coorg was a Commissioner's province; and the South Indian Railway was administered by a Company, a separate Mysore State Railway operating in Mysore. In those circumstances, it may not have been possible to push through the proposal. Today, the circumstances are different and are favourable. India is free. We are our own masters. Ours is a welfare State. Madras, Mysore and Coorg are component States in the great Indian Republic, although their categories may be A, B and C. The Government have taken over the management of the South Indian and Mysore State Railways and have regrouped them into one Southern Railway. Coorg is a very important and enlightened place and it has no rail connection with any other part of India. It has great potentialities of becoming a big tourist centre. Tellicherry port provides the easiest and nearest outlet for the hill produce of Coorg, Mysore and Malabar. The distance from Tellicherry to the nearest rail point on the Mysore-Chamarajanagar line is hardly 100 miles. The Tellicherry railway station is now being remodelled and it can easily be made a junction station if the idea of linking it with Mysore at a future date is borne in mind.

At this stage, I would like to bring to the notice of the House that some of the big works undertaken by the Railways involve the squandering and wasting of public money due to lack of sufficient imagination and care on the part of the persons who are in charge of the works. A portion of the new Tellicherry station has gone a few inches underground during the process of remodelling. The place where the new station is being constructed is marshy and the authorities ought to have made allowance for these factors before they undertook the construction of a huge building of the present magnitude at the present site. I do not know whether the work which had been suspended when I left the place has since been resumed. Thousands of rupees have been sunk in the construction of a waiting shed at Jagannath Temple Gate Railway station near Tellicherry. Here the building collapsed before it was completed, and the result has been that the passengers have not only had no waiting shed but they are put to a lot of difficulties due to the existence of the remnants of the collapsed shed not having been removed. The same fate overtook a well dug at Cannanore. It has been abandoned after a poor labourer had been crushed to death inside the well by the falling off of the bricks when it was being constructed. Stringent measures should be adopted for preventing this kind of squandering and wastage.

I do not know whether there is provision for an overbridge at the Tellicherry station in the remodelling scheme. If provision has not been made, I would request the Railway Minister to provide an overbridge under the remodelling scheme, as it is an urgent necessity. Tellicherry town proper is on the western side and the station is on the eastern side of the railway line. I was speaking on the need for a Tellicherry-Mysore rail link when I was forced to make this digression.

I shall now refer to the main point, and that is that there is considerable public feeling in favour of the proposal. A number of local bodies and popular organisations in Malabar have passed resolutions requesting the

Government to undertake the construction of this new line. The leading Malayalam Daily, *Mathrubhoomi*, has made an editorial appeal to the Government and to the Members of Parliament to move in the matter. I am sure the people of Coorg and Mysore are also in favour of this proposal. The proposed line will benefit them also equally. Even if in the previous regime the scheme may have been thought to be not sufficiently remunerative, I am certain that under the changed conditions of today the proposed line will be remunerative, as every place through which this line will pass has been thickly populated now and all the lands there are under cultivation. The laying of the new line will very greatly help the industrial and agricultural advancement of Malabar, Coorg and a portion of Mysore. I would request the Government to bestow their serious attention upon this proposal and re-open the question which had once been taken up and subsequently dropped. This line will also provide an alternative route from the west coast to the east coast across the peninsula through Mysore and Bangalore.

One of my hon. friends here has just now brought to my notice the need for the construction of new railway lines in Vindhya Pradesh. Vindhya Pradesh is the biggest State in India, and it looks curious that Vindhya Pradesh has got only a stretch of 100 miles of railway line. It has been suggested that two new lines may be laid, namely, one from Anooppur to Sengrowli and another from Sengrowli to Rewa. I request the Raliway Ministry to give this proposal their careful attention.

Before sitting down, I wish to refer to one or two local grievances. Badagara is an important town and big business centre in Malabar. It requires a big and spacious railway station. The existing one is very small and quite out of proportion to the size, importance and population of that town. I request that Badagara may be included in the Southern Railway's scheme for remodelling of stations in this year. Calicut railway station also requires remodelling. It is impossible for passengers to move about on the platform. It is always full of parcels. I would therefore, request the provision of a parcels shed there. Also there is need for an overbridge on the northern side of the railway station. At present, the traffic is very much held up at this place due to the level-crossing.

Payyoli and Vellayil are two important stations on the Southern Railway which lack proper station buildings. At present, instead of proper buildings, you have got dilapidated railway bogeys which are used for this purpose. They have been there for the last so many years. Many representations were made to the Government and to the railway authorities from time to time to construct buildings at these stations. I find that in the previous Parliament, cut motions had been moved by a Malabar Member to discuss this matter. When, the then Minister of State for Railways, Shri Santhanam, visited Malabar, a deputation went to him and impressed upon him the need for constructing a building for the Payyoli station. I was told that the Minister agreed and gave his word that the station would have a big building before long. The leader of that deputation, an advocate of Payyoli, perhaps purposely, and ironically asked the Minister whether he would be there to see the new building. The jovial and well-meaning Minister gave a reply in the affirmative. But alas! before the Minister could fulfil his promise the leader of the deputation to whom he gave that promise breathed his last; and on his own part, the Minister went out of office to some other place from where he cannot do anything in the matter. This story was narrated to me by the deceased advocate's son, who is also a practising advocate there. So, at least before another generation passes away and before another Minister goes out of office, I humbly pray that Payyoli may have a *pucca* station building.

Mr. Deputy-Speaker: I would like to remind hon. Members that there should not be too much of digression. This is a cut motion wherein it is desired that refusal of supplies must be done. Whenever refusal of supplies is the subject-matter of a cut motion the following rules are observed.

Individual grievances ought not to be gone into. All motions for practical elimination of the whole demand will be entertained on the only ground that the hon. Member wishes to refuse supplies because he does not approve of the whole policy underlying that Demand. In no other case such cut motions will be allowed.

Hon. Members will kindly bear this in mind when discussing cut motions.

An Hon. Member: He has already finished his speech.

Mr. Deputy-Speaker: There are other Members who will note this.

श्री राधेलाल व्यास : माननीय उपाध्यक्ष महोदय, मुझे आप ने इस समय रेलवे के इस डिमान्ड पर बोलने का जो अवसर दिया मैं उस के लिये आप का अत्यन्त आभारी हूं ।

हमारे देश में जितनी नई रेलवे लाइन्स के खोले जाने का प्रश्न है उस पर काफ़ी बातें यहां पर कही गई हैं। आर्थिक प्रश्न भी इस से सम्बन्ध रखता है और यह भी निश्चित है कि जब तक ज्यादा से ज्यादा साधन यात्रा के और इधर उधर सामान ले जाने के मुहय्या नहीं किये जावेंगे वहां तक देश का आर्थिक विकास अच्छी तरह से नहीं हो सकता। अभी तक शासन की ओर से जो भी इस सम्बन्ध में कार्यवाही की जा रही है वह योजनापूर्वक नहीं की जा रही है हम देखते हैं कि कहीं कोई एक रेलवे लाइन किसी प्रान्त में और दूसरी रेलवे लाइन किसी दूसरे प्रान्त में, इस प्रकार थोड़ी थोड़ी योजना तो रहती हैं, लेकिन सारे देश की आवश्यकता को देखते हुए कि कहां कितनी रेलवे लाइनों की जरूरत होगी, किस जगह को पहले प्राथमिकता दी जायेगी, इस सम्बन्ध में अभी तक शासन की ओर से कोई निश्चित नीति क़ायम नहीं की गई है। मैं शासन के सामने यह सुझाव रखना चाहता हूं कि वह सारे देश का सर्वे (survey) करें और सर्वे करने के बाद यह देखें कि कहां पर पहिलें रेलवे लाइन की अत्यन्त आवश्यकता है। साथ ही साथ इस बात का भी ख्याल किया जाना चाहिये कि वह प्रदेश आर्थिक दृष्टि से लाभदायक है। इस तरह के पिछड़े हुए प्रदेश हैं जहां पर अभी तक ध्यान नहीं दिया गया है और जो सारे देश के हित के लिये लाभदायक हैं वहां पर नई लाइनें खोलनी चाहियें। जिस तरह से सारे देश को सामने रखते हुए रिवर प्रोजैक्ट (River Projects) के बारे में प्लानिंग कमीशन (Planning Commission) ने फ़ैसला किया है उसी तरह से नई रेलवे लाइनों के खोलते वक्त विचार होना चाहिये ।

लड़ाई के पहिले सारे देश में कई जगह सर्वे किया गया और कई नई लाइनें खोलने की योजना उस समय के शासन के सामने थीं लेकिन हमारी समझ में नहीं आता कि उन योजनाओ पर क्या हो रहा है। उन लाइनों में सर्वे पर बहुत खर्चा किया गया है। उस समय उन लाइनों की आवश्यकता बहुत समझी गई थी। वह सब पुरानी फ़ाइलों में पड़ी होंगी। ऐसा मालूम होता है कि उन लाइनों पर अब कोई विचार नहीं हो रहा है। तो मैं माननीय मंत्री जी के सामने यह सुझाव रक्खूंगा कि पिछले ज़माने में जितनी भी इस सम्बन्ध में कार्यवाही की गई उन सब फ़ाइलों को निकाल कर उन पर विचार किया जाय और यह देखा जाय कि उस समय कौन कौन सी योजना शासन के सामने थी ।

इस सम्बन्ध में मुझे यह भी निवेदन करना है कि पहले जो देशी रियासतें थीं उन में पहले लाइन खोलना कोई सरल काम नहीं था। उस समय नई लाइनों के बिछाने के लिये देशी नरेशों से अनुमति लेनी पड़ती थी और इस के लिये वह रुकावटें भी डालते थे। इस सम्बन्ध में मैं माननीय मंत्री जी से प्रार्थना करूंगा कि वह इस प्रश्न पर फिर से विचार करें क्यों कि अब तो सारा देश एक हो गया है ।

अभी मेरे एक मित्र ने विन्ध्य प्रदेश का नाम लिया था। यह बात सच है कि यह प्रदेश रेलवे के लिये पिछड़ा हुआ

देश है । इस तरह से राजस्थान, मध्य भारत यह सब पिछड़े हुए प्रदेश हैं। इन प्रदेशों को सारे देश यानी दक्षिण, पूर्व, उत्तर और पश्चिम से मिलाने के लिये यह अत्यन्त आवश्यक है कि ज्यादा से ज्यादा रेल की लाइनें खोली जायें। इस सम्बन्ध में मुझे यह भी निवेदन करना है कि स्वर्गीय सरदार पटेल ने उज्जैन और इन्दौर के लिये ब्रौड गेज लाइन की आवयश्कता को बहुत महसूस किया था और उन्होंने खुद रेलवे विभाग को इस बारे में भी लिखा था। लेकिन नई लाइन अभी तक तैयार नहीं हुई और वह खटाई में पड़ी हुई है। इस के लिये यह भी सुझाव दिया गया था कि मीटर गेज के साथ ब्रौड गेज की लाइन भी बना दी जाय और यह दोनों लाइनें अच्छी तरह से चल सकती हैं ।

इस सम्बन्ध में जितनी रेलवे लाइनें खोली जाती हैं वह यात्रियों की सुविधाओं के लिये होती हैं, यह और भी खोली जानी चाहियें। इस सम्बन्ध में मैं यह कहना चाहता हूं कि जहां नई लाइनें खोली जायें वहां पर यह भी ख्याल किया जाना चाहिये कि जितनी पुरानी लाइनें हैं उन को भी बढ़ाना चाहिये और इस की ओर विशेष ध्यान दिया जाना चाहिये । एक सुझाव माननीय मंत्री जी के सामने यह रखना चाहता हूं कि कुछ वर्ष पहिले अहमदाबाद से कलकत्ता तक मेल ट्रेन उज्जैन भौपाल हो कर जाने की योजना थी परन्तु वह मेल ट्रेन इसलिये चालू नहीं की गई थी कि इस का कारण यह बतलाया गया है कि उज्जैन में पानी की कमी की वजह से रेल नहीं जा सकती । लेकिन अब उज्जैन में पानी का प्रबन्ध हो गया है और वहां पर नये वाटर वर्क्स के खुल जाने से अब पानी का कष्ट नहीं रहेगा अब मेल ट्रेन के लिये पानी की कमी नहीं रह सकती है। अतः मंत्री जी इस ओर ध्यान देंगे ।

इस के साथ ही साथ उज्जैन के लिये गत वर्ष के बजट में कुछ रुपया मंजूर किया गया था। लेकिन मैं देखता हूं कि उस में से कुछ भी रुपया उज्जैन पर खर्च नहीं हुआ। वह रुपया दूसरे जगहों यानी अहमदाबाद या इसी तरह की दूसरी जगहों पर खर्च कर दिया गया । उज्जैन एक तीर्थ स्थान है । वहां पर सारे भारत वर्ष से हजारों यात्री आते हैं। वहां स्टेशन पर जो फुट ब्रिज (foot bridge) है वह बहुत छोटा है उस को बढ़ाने की ओर शासन का ध्यान दिलाना चाहता हूं ।

जहां तक दक्षिण भारत का सवाल है पहले एक रमन कमेटी ने काम किया था। वहां की जो समस्यायें थीं उन को हल करने के लिये रमन कमेटी ने सिपारिशें कीं और उन पर अमल किया गया। मैं समझता हूं कि इसी तरह से जितने रेलवे के भाग हैं उन के सम्बन्ध में इसी तरह की कमेटी नियुक्त की जानी चाहिये। सरकार इस पर गौर करें और विचार करे और उस की सिफ़ारिशों को कार्यान्वित करे। मुझे इस सम्बन्ध में एक और भी निवेदन करना है उज्जैन से आगर तक जो रेलवे लाइन जाती है उस को उखाड़ने की कोशिश की जा रही है। इस का कारण यह बतलाया गया है कि उस में कम आमदनी है। इस सम्बन्ध में मुझे शासन से यही निवेदन करना है कि जहां हम नई लाइनें खोलते हैं वहां पर पुरानी लाइनों का बन्द करना बुद्धिमत्ता की बात नहीं होगी। इस रेलवे लाइन को अगर झालावाड़ तक मिला दिया जाय तो इस से जनता को बहुत फायदा होगा । इस के साथ ही साथ, अगर इस को झालावाड़ तक बढ़ा दिया गया तो इस से सुसनेर, सोयत, पाटन आदि जगहों में भी रेल पहुंच जायेगी और यहां की जनता भी सुखी हो जायेगी। इस तरह से जिन लोगों को रेल से सुविधा नहीं मिलती थी उन को

[श्री राधेलाल व्यास]

काफ़ी सुविधा होगी। इस लाइन को रखने और बढ़ाने में शासन को भी फायदा होगा। यह जो लाइन को तोड़ने की योजना बनाई गई है उस की इस तरह से आवश्यकता नहीं होगी। इतना कह कर मैं अपना स्थान ग्रहण करता हूं।

(English translation of the above speech)

Shri Radhelal Vyas (Ujjain): Sir, I am extremely grateful to you for giving me this opportunity to speak on this Demand for Railways.

The question of opening new railway lines has been discussed here at length. This question is also related to the economic question and it is agreed that unless means of transportation and travel are considerably increased, the economic development of the country cannot take place. The steps now being taken in this direction by the Government are not being taken according to any plan. We find that various small schemes of opening a line in this State and a line in that are always under consideration. But no definite policy has been laid down by the Government as to the need of railway lines for India as a whole and to the priority to be given to different zones. I would suggest to the Government to carry out a survey of the whole country and to determine at what places railway lines are needed most. At the same time the capacity of the zones selected to yield revenue should also be taken into consideration. New lines should be opened in those zones, which are backward and neglected now, but which can yield rich revenue for the country. The Planning Commission has drawn up a scheme for the River Valley Projects keeping the needs of the whole country in view, the same method should be adopted while opening new railway lines.

A country-wide survey was made before the war and many schemes for opening new lines were under the consideration of the then Government. I wonder what has happened to those schemes. Huge amounts of money were spent on the survey of these lines. At that time those lines were felt to be extremely necessary. The schemes for those lines must be lying confined to the files. It appears they are no longer under consideration. I would suggest to the hon. Minister to reopen all the files relating to the old schemes and to re-consider them.

I would also point out that it was no easy task to open new lines in the native states. Sanction of the rulers had to be taken for this purpose and they usually caused obstructions. The hon. Minister should also re-consider this question, as the whole country has now been unified.

An hon. friend mentioned the case of Vindhya Pradesh. It is true that this State too is backward from the point of view of railways. Rajasthan and Madhya Bharat are also backward. To link them with the rest of the country it is extremely necessary that the maximum number of new lines should be opened there. In this connection I would like to tell you that the late Sardar Patel had greatly felt the need for a broad-gauge line for Ujjain and Indore and he himself had written to the Railway Department to that effect. But that line has not been constructed so far and that plan is still in abeyance. The suggestion to lay a broad-gauge line side by side with the metre-gauge line was also made. Both these lines can function efficiently.

New lines are always for the benefit of passengers and in this connection, I would say that while opening new lines, steps should be taken to extend the old lines also. A few years back there was a scheme to introduce a mail train service from Ahmedabad to Calcutta *via* Ujjain and Bhopal, but this service was not started on the plea of water scarcity at Ujjain. But now arrangements for water supply have been made in Ujjain by opening new water-works, and there is no scarcity of water for the purpose of the mail train service. The hon. Minister should pay attention to this matter. Last year a certain amount of money was sanctioned in the Budget for Ujjain. But I find that none of it has been spent on Ujjain. This money has been spent on Ahmedabad or other places. Ujjain is a place of pligrimage. Thousands of pilgrims from all over the country visit this place. The foot-bridge on the station there is very small. Government should take steps to extend it.

So for as South India is concerned, a Raman Committee had been set up there. It made recommendations for solving the problems of the South and these recommendations were implemented. I would suggest that similar committees should be appointed for each of the Railway zones. Government should consider their recommendations and implement them. There is another thing to which I draw your

attention. The Railway line from Ujjain to Agar is being dismantled. The reason given is that the revenue from it is very little. It is not wise to close the old lines while we clamour for new ones. If this line is extended to Jhalawar, it would prove highly beneficial to the people, and it would also serve Susner, Soyat, Patan etc. and in this way the people of these places who do not enjoy the benefits of railway would be very much benefited. The Government would also stand to gain by maintaining and extending this line and it would no longer be necessary to dismantle it.

Shri Tulsidas (Mehsana West): I thank you for giving me an opportunity of making a few observations on Capital and Depreciation Fund —construction of new lines. The total amount asked for under this head is about Rs. 48 lakhs. On the assumption that the rehabilitation programme on which we have entered is progressing satisfactorily, I urge upon the Railway Minister to have a bold policy of new constructions.

There are several tracts where plenty of food crops are grown. But they have no railway connections for them to reach the markets. I know of areas where there are no railway stations within a radius of one hundred miles. I know of areas where large quantities of food-grains are stored in the pits for years, because there are no means of transporting them to marketing centres. I, therefore, request the hon. the Railway Minister to have a bold policy in regard to new constructions, additions and expansions.

In our country we have 34,000 miles of railway, which works out to 2·8 miles of railway per hundred square miles. There are several countries where the mileage of railway is much more than what we have in this country. We have a huge population, and the railway is one of the cheapest and the easiest modes of transport in our country. We should therefore have as much railway put up in as short a time as possible. We have also a plan for developing industry, and commerce, and it is therefore essential that more railway lines should be put up so that communications are easily available.

In this expansion I would also like to suggest that in the present lines wherever there are bottlenecks they should be removed. I know of instances where bookings were not allowed, and electrical and agricultural implements which arrived in a port reached the destination after three years! There are instances even today where bookings to a particular place are possible only on not more than ten days in a whole year. This is a very sorry state of affairs. And these bottlenecks can only be removed either by doubling or, if possible, even quadrupling the lines wherever the bottlenecks lie. We should try and see that these bottlenecks are removed as soon as possible. As a case in point I would like to cite the Sabarmati transhipment where even today people cannot book on more than ten days in a year and you will find a lot of difficulties for getting things moved from one end to the other. I have already made these observations on the Railway Budget. I had also mentioned that between Ahmedabad and Abu Road there are nearly forty trains running every day and it is not possible for them to get easy and adequate clearance because of single line working.

There is another point which I would like to bring to the notice of the hon. the Railway Minister, and that is that the whole of the Narbada Valley is completely untouched. There is practically no railway to speak of, and no road either. There is a huge area where large amounts of crops are grown but they cannot be brought to the markets and the cultivators are in a very sorry plight. There is at present a double line between Bombay and Ahmedabad, which is the main line between these two centres. But there is a small gap because there is still a single line of 25 to 30 miles between Baroda and Anand. This creates a very huge bottleneck because it is not possible even to move the wagons easily.

As regards new constructions I have already mentioned that there are a number of areas where railway lines do not exist. I have been told that in certain other parts like Rajasthan and Madhya Pradesh also, a similar situation exists like what I have mentioned about the constituency I come from. I am also told just now that in Assam there are places where natural resources could be tapped. In all these places railway lines do not exist, and that is why they could not be developed.

I may make one more point. The origion of the Railways in our country in the past has been with the main idea of military movement and our foreign rulers adopted that policy all the time in regard to the Railways. The time has now come when we should consider that railways are an important transport, and not merely the strategic or military point of view should

[Shri Tulsidas]

be taken into consideration, but the question should be considered from the point of view of the commercial and industrial development of the country that is now going ahead.

12 Noon

The new Railway Minister has shown a very unconventional and courageous attitude towards the railway administration, and I only hope the time will not be far when we will have every village in this country not more than ten miles away from a railway station or five miles away from a highway in this country. With these few words I again request the hon. the Railway Minister to look into the several matters that I have mentioned.

Shri Lokenath Mishra (Puri): I am sorry that after waiting for so many weeks I have at last got a chance to speak, and that on the Railway Budget.

Mr. Deputy-Speaker: Is the hon. Member sorry for it?

Shri Lokenath Mishra: I am really sorry—nobody need laugh—that after having waited so long I have got a chance to speak, and that on the Railway Budget and on a cut motion, because I have not got particularly anything to say on a cut motion.

Mr. Deputy-Speaker: Then I am sorry!

Shri Lokenath Mishra: I come from an undeveloped Province, Orissa. While I have heard very carefully the many speeches delivered on the floor of this House on the Railway Budget, I can only think that Orissa is a Province that has been exploited all the time and is perhaps still going to be exploited. People have spoken of Assam, Bihar, Bengal and all other Provinces. I can assure you that Orissa is a State which is going to grow and which will some day assert itself. I, therefore, bring to the notice of the House that on the question of new construction of railway lines, Orissa should have the first priority. Orissa which is now an undeveloped Province is going to be developed, specially after the construction of the Hirakud dam, and to make use of that dam we shall have to industrialise that part of the country. And industrialisation means a new way of life. I am quite sure that the new Railway Minister will see that Orissa's priority in such matters is not neglected.

I may bring to his notice that after the integration of so many feudal States with Orissa, where previously there were no railway lines, the demand for construction of new lines has become imperative.

Then again, many people have tried to speak about the grievances of their own States, and people have been holding a brief for railway labour, the small officials and so on. But I must say that as the sole and most important nationalised industry our outlook should be that any surplus that comes out of this industry must be shared by the people as a whole.

The first charge on the surplus of the Railway Department should be more lines, and not giving increasing amenities to passengers or giving more pay and facilities to Railway labour, workers or employees so that throughout this great country there may be more facilities available to the common man to use these railway lines. That must be the outlook, that must be the lookout, but I find here that the trade unionists and all those people who have their own clientele and a political interest in these matters have never cared to look to the interests of the masses. (*An hon. Member*: No. no). I want to bring to the notice of this House and the Minister of Railways that any surplus that will now accrue in the Railway Department they must first of all so manage as to give the benefit to the masses as a whole, including labour, the intelligentsia, all and sundry in this country. It is unnecessary for me to point out to the hon. Minister that Orissa is an undeveloped province, a province which is much more neglected and much less talked of and it must find a soft corner in his heart when he thinks of any further schemes for construction of new railway lines. I am told that the Government of Orissa had represented to the Railway Ministry to construct such lines and of late some surveys were made for the construction of new lines in Orissa. I do not know what has happened to that survey or what is the result. I humbly request that unless he makes it a special point to have new lines constructed in Orissa, there is no one here who will look after Orissa and Orissa will continue to be neglected as it was neglected even before in British days.

I would like to bring another matter to the notice of the hon. Minister. The Railway administration has been

rather complacent about the management. It is an undeniable fact that during the last 2 or 3 years there has been an appreciable improvement in railway administration and management, but at what cost? I say it is at the cost of increased rates and fares. I do not know whether it is possible now to go back on those rates and fares. The Railway Ministry is always unmindful because of the hugeness of the organization as to what a lot of wastage, corruption, reckless extravagance take place in that Department. Previously we knew that there were two departments in the Government (1) the P.W.D. and (2) the Railways which were the store houses of corruption. It is not my business to speak about P.W.D. now. I only say that the Railway Department still remains as an ideal place of corruption. I know that there is still scope for bribing big and small officers to get a job and because jobs are so lucrative there is always a race to get a job in the railway department and that is the reason why there is so much corruption. I am sorry that the hon. Railway Minister said in his reply that it is not possible to root out corruption, unless the people co-operate. That is certainly true. But supposing the people do not co-operate, will the Government keep quiet? I should say it is the business and the duty of the Government to manage their affairs so well as to eliminate corruption totally and unless this is done, the legacy of the last war would continue to stay with us for all time. After the war the people became......

Mr. Deputy-Speaker: How is it connected with new lines? The hon. Member thinks that unless corruption is rooted, no new lines should be constructed. We are on the demand 'construction of new lines'. It must have some relation to it.

Shri Lokenath Mishra: I submit that I had marked with disgust that people who spoke on a particular cut motion have spoken on all sorts of matters and no question of a point of order was ever raised. I am sorry to find that I who have risen to speak just now must be so much interfered with by the hon. Deputy-Speaker.

An Hon. Member: He is questioning the Chair. .

Shri Lokenath Mishra: I say that new lines cannot be constructed unless there is finance and there may be no increase in finances unless there is rooting out of corruption, red tape, reckless extravangance etc. which we find in the Railway Department. Whatever it may be, whenever I get an occasion to speak on the floor of this House, I must speak of corruption, I must speak of reckless extravagance. That is the root of our malady, and I expected that after the war this—our own independent Government should have tackled that very thing, but instead of doing that, they followed the footsteps of their predecessors and the result has been a thorough demoralization in the whole country. You may promise good food, cloth and prosperity but, Sir, when persons with low morals are getting better jobs in the country, when they are getting more fame and honour, there is no chance for this nation to rise up to its heights, to its genius unless we take up a firm stand that whatever we do for the present must ultimately be beneficial to the country.

My time is up and I must again say that any surplus that accrues to the Department must first of all be released to schemes that will go to the benefit of the people as a whole and one of the methods by which this can be done is by opening new lines in provinces and States which are undeveloped. I submit that Orissa and Assam are the two provinces which are most undeveloped. I regret to say that there are no people who will plead for them and in this wide world where equality and fraternity are frequently preached, unless you howl in large numbers, you have no chance of getting a fair deal.

Shri R. N. S. Deo: I was tempted to follow the precedent of my predecessor, Shri Lokenath Mishra and to talk of local grievances, but since you have pulled him up and since you have also given a ruling that these cut motions relate only to item No. 362, that is, refusal of supplies and local grievances should not be brought in, I seek your permission to move my cut motion 429. As a matter of fact I had brought this to the notice of the Speaker this morning and he had given an assurance that if there was time, he would allow item No. 429 to be moved. Therefore, I crave your permission to move cut motion No. 429.

New Lines in Orissa

Shri R. N. S. Deo: I beg to move:

"That the demand under the head 'Construction of New Lines—

[Shri R. N. S. Deo]

Capital and Depreciation Fund' be reduced by Rs. 100."

Mr. Deputy-Speaker: Cut motion moved:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced by Rs. 100.

The other hon. Member said that his was a lonely voice from Orissa.

Shri R. N. S. Deo: Coming to the cut motion, I should like to explain that some hon. Members have been wondering why I am interested in moving this cut motion specifically relating to Orissa when there was a general cut motion regarding construction of new lines, which would have covered Orissa State also. But I had a specific purpose in mind when I wanted to move this cut motion. In the case of Orissa, it is not merely a question of development of a backward area, which is equally applicable to so many other parts of the country. The case of Vindhya Pradesh, Assam and even parts of Bombay, U.P., Bihar down to the south has been raised. But, when considering the question of construction of new lines, the problem of priority does come in. In the case of Orissa, it is recognised that Orissa is a backward province. It is un-developed. My purpose in bringing this cut motion is to draw the attention of the Government to the neglect that has been the fate of Orissa. It is not merely a question of having a soft corner or doing something out of charity that you should provide new lines for Orissa. I wish to urge upon the Government to take it up as a duty. I am making this suggestion for this reason. Whenever we make any suggestions, whenever there is any criticism, the Members from the Treasury Benches are always touchy and they rise and say that the Members of the Opposition are merely making speeches or making criticisms in order to gain popularity outside the House. That is not the spirit in which the Opposition has been making criticisms. It is with a specific purpose, namely, to draw the attention of the Government to certain facts, and so far as Orissa is concerned, to draw the attention of our Railway Minister to the neglect that has been Orissa's fate all these years.

Whenever we point out the backwardness of any particular area, the Members of the Treasury Benches take refuge behind the Five Year Plan. When talking of the Five Year Plan, our Ministers wax eloquent. But, I wish to say that this planning has to be viewed as an integral plan, a coordinated plan. It is no good our having a Hirakud dam project or River valley schemes in Orissa, if there is no co-ordinated plan including construction of new Railway lines. This has been pointed out so aptly in the fifth report of the Estimates Committee, which was so ably presided over by you, Sir. You have drawn the attention of the Government to this factor, that is, the need of an integrated plan. You have made this remark not in one place, but in three different places: in your general remarks, as well as while dealing with the Bhakra-Nangal project and also in regard to Hirakud dam. With regard to Hirakud, you have also stated that the Orissa Government is considering the question of industrialisation. But, the Committee does not know how far these schemes have progressed. That, certainly, is not the way to plan. There must be a definite coordinated plan, an integrated plan of development.

The other day, an ex-Minister, the hon. Mr. Gadgil took pride—I do not deny him that right—he took legitimate pride in the fact that there has been an increase of 27 per cent. in the power generation during his tenure of office. We are going to have even greater increase from the Hirakud dam project. We would have got about 85,000 KW this year if the scheme had not been changed, and if the priorities had not been changed. But, in Orissa we are having the Machkund project and if it materialises according to schedule, by the beginning of next year, we are going to have 30,000 kw. The question is, what is going to happen to all this power? It is all very well to take pride in increasing our power. But, we should remember that like knowledge, electricity is only potential power and it shall have to be utilised before we can derive any benefit out of it. Unless that electricity is utilised in industries, in agricultural development and other things, how will that power benefit us? The Hirakud dam project, a huge project has been given to Orissa. But, it is not out of charity that they are doing it. The Central Government is not paying a single pie for that scheme. The Centre is only giving a loan to Orissa. Originally that project was to cost about 47 and odd crores; now, it has been going on in-

creasing and it now stands at 93 crores. Who is going to repay the loan and the interest? Last year Orissa paid Rs. 46 and odd lakhs as interest on that loan, plus 50 lakhs which had been added to Hirakud loan, for the loan given to Dalmia Jain Agencies Ltd., for the cement factory. All that is adding to the burden of Orissa. This year, Orissa has provided about 89 lakhs for payment of interest only. All this interest is going on piling. Thanks to the bungling somewhere at the top, priorities have been changed. After 1½ crores had been sunk on a power channel and a subsidiary dam, the priority has been changed from power to irrigation and that capital is now lying blocked. That blocked capital is likely to be utilised in the second phase of development in the next 10 years. In the mean time, to keep up these works so that they may not deteriorate, we will have to spend something for repairs and maintenance. That is another extra burden. On top of that, on this blocked capital also, interest will have to be paid. Where will all this lead to? Already, Orissa was a deficit province; it is still a deficit province. If I may quote the Finance Minister of Orissa, from a speech of his, only a few days back, introducing the Budget, he said that—

> "There is a deficit of three crores and much of this is due to the negligence of the Central Government."

I have a complaint to make and that is, that the Centre has been giving tall promises, and relying on these promises, Orissa has been going on making investments. In the case of the capital at Bhuvaneswar, the understanding was that the Centre would give a grant of two crores, and the balance of 6½ crores as loan.... .

Mr. Deputy-Speaker: Is the building of the capital also a new line?

Shri R. N. S. Deo: I am giving this only as an illustration of how promises have been given and broken. This is also relevant to the construction of new railway lines. In the same speech, the Finance Minister of Orissa has referred to new Railway schemes and has mentioned that first priority has been given to the Sambalpur-Titlagarh scheme that comes within the Hirakud area. He has also mentioned about the proposal for the construction of a port on the mouth of the Mahanadi. With regard to the Titlagarh-Sambalpur line, the Finance Minister has said that it is understood that it is being favourably considered by the Railway Ministry and there is every likelihood of its being taken up this year.

That is a point which I wish to bring to your notice. There is definite hope, and Orissa is hoping that this new line is going to be taken up this year. It has received first priority, and it is under the consideration of the Railway Ministry. But I only wish to draw the attention of hon. the Railway Minister not to repeat the story of the hon. Finance Minister in letting down Orissa with these hopes. Let not Orissa proceed with hopes only and invest money. There is the capital where over Rs. 4 crores have been blocked, and now it cannot proceed further. All that money is blocked, and we are facing a deficit of Rs. 3 crores. Similarly we will be blocking so much of the capital which we are getting as a loan from the Centre, and we will be producing electricity, we will be producing many other things, but there will be no communication unless there are new Railway lines, and therefore all that electricity will be wasted, all that money will be blocked. Similarly, there are so many minerals. Now, a Japanese delegation had come to these parts. There is a proposal that they want to take one million tons of manganese from Orissa, but unless we have these new Railway lines, we cannot even export. Therefore my point was that Orissa's case deserves special consideration because it is connected with the Hirakud scheme, and if we are going to get any benefit from those developments, there must be an integrated development including the railway. That was the point which I hope will receive due consideration of the hon. Railway Minister. I am glad that the other day in reply to what Pandit Lingaraj Misra had urged in regard to Orissa, the Railway Minister has already given an assurance that these matters would receive his consideration, and I am grateful to him for these assurances.

श्री राधा रमण : उपाध्यक्ष जी, मैं आप का बड़ा आभारी हूं कि आप ने मुझे इस संसद् में बोलने का मौक़ा दिया। चन्द दिन हुए कि जब मैं ने यह ख्वाहिश ज़ाहिर की थी कि रेलवे बजट पर मैं कुछ अपने विचार रखूं। मगर उस के बाद मुझे यह मौक़ा न मिला। आज इस कट मोशन (Cut Motion) पर बोलने का जो आप ने मुझे मौक़ा दिया है उस के लिये मैं आप का बहुत आभारी हूं।

हमारा देश पिछले चार साढ़े चार साल में बहुत तेजी से आगे बढ़ रहा है। रेलवे

[श्री राधा रमण]

एक ऐसा क्षेत्र है कि जिस का राष्ट्रीयकरण हमारे देश में हुआ है और इस राष्ट्रीयकरण से हम लोगों को कितना फ़ायदा हुआ है और कितनी जल्दी हम रेलवे की सुविधाओं को बढ़ा सकेंगे या बढ़ा सकते हैं यह चीज़ बहुत बार रेलवे मंत्री ने भी आप के सामने रखी है। इस देश में इस समय बहुत तेज़ी से नई नई लाइनें खोलने का विचार हमारे दिलों में आता है क्योंकि अगर हम अपने देश की आर्थिक उन्नति करना चाहते हैं, यहां के ३५ करोड़ निवासियों की भलाई में लगना चाहते हैं, तो सब से पहले हमें इस बात की कोशिश करनी चाहिये। अभी मेरे एक मित्र ने यह बताया कि हमारी आबादी ३५ करोड़ ८० लाख हो गई है। यह क्षण क्षण बढ़ती जा रही है। इस बढ़ती हुई आबादी की अगर हमें कोई तरक़्क़ी करनी है, अगर हम चाहते हैं कि हमारा मुल्क तेज़ी से आगे बढ़े तो हमें सब से पहले इसी बात पर विचार करना होगा कि देश के एक कोने से दूसरे कोने तक यातायात यानी आने और जाने का सही प्रबन्ध हो और हम उन तमाम हिस्सों को एक कर लें कि जो बहुत दूर दूर फैले हुए हैं और जिन में आने जाने की सुविधायें नहीं है और जहां रेलवे के न होने की वजह से हम जनता को वह तमाम सुविधायें जो ज़िन्दगी के लिये ज़रूरी हैं, नहीं दे सकते हैं। अगर नई नई लाइनों को बढ़ाया गया तो हम उन को फ़ायदा पहुंचा सकते हैं।

आप यह भी जानते हैं कि रेलवे हमारे मुल्क का एक ऐसा विभाग है कि जिस विभाग से हमारे राष्ट्र को आर्थिक फ़ायदा होता है। अगर हम इस प्रकार से नई नई लाइनों को बढ़ायें और नई नई जगहों पर रेलों को स्थापित करें तो निस्सन्देह यह आर्थिक सहायता जो हम को मिलती है, यह आर्थिक बल जो हमें प्राप्त होता है, यह बल भी हम को अधिक मिल जायेगा। हमारे सामने विरोधी दल के बहुत भाइयों ने यह बताया है कि बहुत सारी लाइनें ऐसी हैं कि जिन को लड़ाई से पहले तोड़ दिया गया था, उन को बहुत जल्दी बनाया जाय, कुछ यह भी चाहते हैं कि उन के अपने अपने इलाक़ों के अन्दर नई नई लाइनें खोली जायें। मगर सरकार का यह विचार है कि वह यह नहीं कर सकती कि चन्द जगहों में लाइनें खोल दे और जो जगह बहुत ज़रूरी हैं और जहां पर कि लाइनों का खोला जाना आम जनता के लिये ज्यादा फायदेमन्द है, और जिन इलाक़ों को बड़े हिस्सों से मिलाना बहुत ज़रूरी है, वहां पर लाइनें न खोले। हमारे लिये यह ज़रूरी है कि हम सारे हिन्दुस्तान की भलाई का ख्याल रखते हुए सब से पहले ऐसे ऐसे हिस्सों में लाइनें बढ़ायें कि जिन हिस्सों से सारे देश को फ़ायदा पहुंच सकता है, और जिस से सारा देश लाभ उठा सकता है। हमारे रेल मंत्री ने अभी दो दिन हुए जब यह बताया था कि उन का यह ख्याल है कि हिन्दुस्तान में हर साल नई नई लाइनों को बढ़ाया जाय और बहुत सी ऐसी लाइनों को जो कि लड़ाई के ज़माने में यह समझ कर बन्द कर दी गई थीं कि इन के बिना काम चल सकता है, उन को अब फिर दोबारा आहिस्ता आहिस्ता स्थापित किया जाय। इन में से बहुत सी लाइनें स्थापित हो चुकी हैं और बहुत सी लाइनें और स्थापित करने का उन्होंने हम को आश्वासन दिया है। हमें यह विश्वास है कि हमारे रेल मंत्री जो कि देश के फ़ायदे के लिये अपना हर समय लगाते हैं वह इस तरफ़ अधिक से अधिक ध्यान देंगे और

इस बात का ख्याल खास तौर पर रखेंगे कि जिन इलाक़ों के अन्दर लाइनों के न होने से सारे देश का नुक़सान हो रहा है वहां पर सब से पहले नई लाइनें डाली जायें ताकि देश का अधिक से अधिक लाभ हो सके। इस समय हमारे सामने सब से बड़ा काम यही है कि हम इस तरफ़ तवज्जह दें और उन इलाक़ों की तरफ तवज्जह दें और उन इलाकों में लाइनें डालें कि जहां लाइनें डाले बग़ैर हम अपने देश का बहुत नुक़सान देख रहे हैं।

मैं इस सिलसिले में यह अर्ज़ करना चाहता हूं कि हमारे देश के अन्दर जो इस वक़्त रेलवे की स्थिति है उस का आज से पांच वर्ष पहिले की स्थिति से जब मुक़ाबला किया जाता है तो हमें काफ़ी संतोष होता है। नुक़्स निकालने के लिये तो हम किसी भी अच्छी से अच्छी चीज़ में नुक़्स निकाल सकते हैं। लेकिन यह बात हर शख़्स को माननी पड़ेगी कि पिछले पांच सालों में हमारे देश की रेलवे की व्यवस्था पहले से बहुत काफ़ी सुधरी है और दिनों दिन वह सुधरती जा रही है।

यह बात बार बार कही जाती है कि रेलवे में जो किराये हैं या रेट्स (Rates) हैं उन को घटा कर कम किया जाय और छोटी क्लास के लोगों के लिये सुविधायें बढ़ाई जायें। यह वैसे तो मेरी समझ में एक बहुत अच्छी चीज़ है और कोई भी संसद् का सदस्य ऐसा नहीं होगा जो कि इस की मुख़ालिफ़त करे मगर देखना यह होगा कि आज अगर हम इस क़दम को उठाते हैं तो इस से हम क्या फ़ायदा पहुंचा सकेंगे अपने देश को और क्या फ़ायदा हम पहुंचा सकेंगे अपनी सरकार को। मेरा अपना यह ख्याल है कि जब तक हमारे देश के अन्दर उन तमाम इलाक़ों में जहां आज रेलों के द्वारा नहीं पहुंच सकते और जहां से लाइनें डालने की मांग आती रहती है लाइनें नहीं डाल दी जातीं उस वक़्त तक रेलों के किराये और रेट्स घटाना किसी के लिये लाभकारी नहीं होगा। वैसे हम यह चाहते हैं कि रेट्स कम हों और इस देश में तमाम दुनिया के देशों से छोटे दरजे के यात्रियों को अधिक सुविधायें हों और बड़े दरजों के लिये भी रेट्स कम हों।

मगर जब तक हम अपने मुल्क के एक हिस्से से दूसरे हिस्से तक रेलों को बिछा नहीं देते और उन के ज़रिये आम लोगों की आमदरफ़्त को हम मुनासिब तरीक़े पर नहीं पैदा कर देते तब तक हमारे लिये यह ज़रूरी है कि हम इन रेट्स को घटाने की बात न करें। अगर करते हैं तो यह हमारे ही ऊपर पड़ेगा और इस से मुल्क को भी बहुत नुक़सान हो सकता है। इसलिये मैं आप से यह अर्ज़ करना चाहता हूं कि आज हमारे सामने जितने नुक़ायस विरोधी दल के सदस्यों ने बताये हैं, वह नुक़ायस हो सकता है कि मुनासिब हों और हमारे रेलवे मंत्री उन को दूर करने की कोशिश करें और वह करेंगे जैसा कि उन्होंने आश्वासन दिलाया है। हमारे सामने जो मुख्य मक़सद है, जो हमारी मंज़िल है वह हमारी आंखों से ओझल नहीं होनी चाहिये। और वह यह है कि हम अपने मुल्क के अन्दर आमदरफ़्त के ज़रिये को यानी रेल को इतना विस्तृत कर दें, इतना बिछा दें कि हमारे मुल्क का कोई कोना रेल से ख़ाली न रह जाय ताकि जो लोग मुल्क के एक हिस्से से दूसरे हिस्से में जाना आना चाहते हैं उन को थोड़ी से थोड़ी रक़म में जाने आने में सुविधा हो।

अब मैं आप से कुछ दिल्ली के बारे में ज़िक्र करना चाहता हूं। जहां आप के सामने यह

[श्री राधा रमण]

सवाल है कि नई नई लाइनें खोली जायें और नई नई जगहें रेलें हो जायें, वहां उस सम्बन्ध में यह भी ख्याल रखना चाहिये कि दिल्ली कैपिटल (capital) है, यह दारुलखिलाफ़ा है, यहां अगर छोटा सा भी नुक्स होता है तो वह सब की आंखों के सामने आ जाता है और इसलिये यह बहुत ज़रूरी है कि कोई भी नुक्स हो उस को जल्दी से जल्दी दूर करें। मैं आप के ध्यान में यह लाना चाहता हूं कि चन्द वर्षों से बराबर यह कहा जा रहा है कि दिल्ली की आबादी बहुत बढ़ गई है। यहां की आबादी जो कि किसी ज़माने में पहले तीन लाख की थी वह अब बढ़ कर २० लाख के क़रीब हो गई है। यह आबादी दिनों दिन बढ़ती जा रही है और कोई कह नहीं सकता कि आइन्दा सालों में इस की आबादी कलकत्ता और बम्बई से भी ज्यादा न बढ़ जाये। ऐसी स्थिति में हमारे लिये यह ज़रूरी है कि इस शहर का जो रेल का कार्यक्रम है उस की तरफ़ ग़ौर करें और देखें कि दिल्ली की आबादी के लिये, जो कि जैसा मैं ने बताया २० लाख के क़रीब पहुंच चुकी है, क्या कर सकते हैं। जहां तक मुझे मालूम है कुछ अर्सा हुआ कि यह तजवीज़ सोची गई थी कि दिल्ली जैसे कैपिटल में चारों तरफ़ एक ऐसी रेलवे लाइन बिछाई जायेगी जिस से कि इस के चारों तरफ जो टाउनशिप्स (Townships) बने हैं, जहां कि हमारे शरणार्थी भाई आबाद हैं, या हमारे शहर की आम जनता घरों की क़िल्लत की वजह से बस गई है, उन को आसानी हो जाय और वह एक जगह से दूसरी जगह आसानी से आ जा सकें। उस घोषणा के बाद हम अभी तक इस इंतज़ार में हैं कि वह दिन कब आयेगा जब कैपिटल के चारों तरफ़ लाइनें बिछ जायेंगी जिन के ज़रिये उन तमाम टाउनशिप्स के शरणार्थियों तथा गांवों और शहर के रहने वालों को यह सुविधा होगी कि वह आसानी से अपने इलाक़े से चल कर शहर में आ सकें। आप देखेंगे कि दिल्ली की जनता इस बात से बहुत दुखी है कि उन को यातायात का पूरा प्रबन्ध नहीं मिल रहा है। जो डी. टी. ऐस. से बहुत थोड़ा फ़ायदा आम जनता को हुआ है कोशिश हो रही है कि उस को बढ़ाया जाय और इंतज़ाम में कुछ ऐसा सुधार किया जाय जिस से आम जनता को फ़ायदा मिले। लेकिन मैं समझता हूं कि आप बसों के ज़रिये इस सुविधा को पूरा नहीं कर सकेंगे जब तक कि आप की वह स्कीम, अर्थात् दिल्ली के चारों तरफ़ रेल बिछाने की योजना पूरी न की जाये। मैं रेलवे मंत्री से प्रार्थना करूंगा कि वह इस तरफ़ ध्यान दें और कोशिश करें कि अपने बजट में इस योजना को प्रायरिटी (priority) की बेसिस (basis) पर पहला स्थान दें। इस रेल बिछाने की स्कीम को पूरा कर के जो यातायात के बहुत अच्छे प्रबन्ध के न होने के कारण जनता को दुख है वह दूर हो सकेगा।

इस के अलावा मैं रेलवे मंत्री का ध्यान दो एक बातों की ओर और दिलाना चाहता हूं जो कि नई लाइनों के बनाने से ही सम्बन्ध रखती हैं। मैं ने जैसा अभी कहा कि हमारा शहर किसी ज़माने में तीन या चार लाख आबादी के लिये बसाया गया था और आज उस की आबादी २० लाख के क़रीब है और यह आबादी हर साल दिन पर दिन बढ़ रही है और अगर आप किशनगंज की तरफ़ जांय तो वहां आप पायेंगे कि कई छोटे छोटे ब्रिजेज़ (Bridges) या दरवाज़े जहां आध आध घंटे औ र१५-१५ मिनट टांगों में, बसों में और पैदल या अपनी सवारियों में लोग खड़े रहते हैं और वहां बराबर इंजन शंटिंग किया करते हैं और गाड़ियां पास

होती रहती हैं। राजधानी में जहां की आबादी इतनी बढ़ गई है यह जरूरी है कि ऐसे जो छोटे छोटे पुल हैं या दरवाजे हैं। उन को ओवर-ब्रिज (over-bridges) में बदल दिया जाय ताकि आमदरफ्त ओवर-ब्रिज से हो सके।

मैं यह भी अर्ज करना चाहता हूं कि दिल्ली शहर और कश्मीरी दरवाजे को मिलाने के लिये जो ओवरब्रिज है उस के सम्बन्ध में कई बार रेलवे मिनिस्ट्री को लिखा है इस सम्बन्ध में रेलवे मंत्री को ध्यान देना बहुत जरूरी है। यह ओवर ब्रिज ऐसा है जिस के नीचे दस दस इंजन खड़े रहते हैं और इस से इतना धुंआ निकलता है कि आम जनता जो उस ब्रिज पर से गुजरती है वह बराबर उस धुंएं को अपने शरीर के अन्दर डालती जाती है और उस से उन को काफी नुकसान पहुंचता है। कई बार इस सिलसिले में मैं ने रेलवे मिनिस्ट्री को लिखा है। मैं समझता हूं कि इन छोटी छोटी बातों को जिन में ज्यादा खर्च नहीं होता, मान कर हम अपनी राजधानी को सुधार सकते हैं और आम जनता की जो शिकायतें हैं उन को दूर कर सकते हैं।

इसी तरह एक दो दरवाजे और भी हैं जहां से लाइनें गुजरती हैं, मसलन यहां से ओखले जाने के रास्ते में। जब बहुत कम आमदरफ्त थी उस समय तो यह दरवाजे ठीक हो सकते थे लेकिन जब आमदरफ्त बहुत हो गई है तो मैं समझता हूं कि यह बहुत जरूरी हो गया है कि इन छोटी छोटी बातों पर ध्यान दिया जाय और मुझे विश्वास है कि हमारे रेलवे मंत्री इन बातों पर ध्यान देंगे।

इन शब्दों के साथ मैं इस मांग के विषय में अपनी पूरी सहमति प्रकट करता हूं और इस की ताईद करता हूं और मुझे विश्वास है कि रेलवे मंत्री जिस प्रकार से अपने इस काम को संभाल रहे हैं और जिस प्रकार के आश्वासन उन्होंने हमें दिये हैं कि देश में रेलवे के विषय में सुधार होगा, वह अवश्य पूरे होंगे और हम जल्दी देखेंगे कि जो नुकायस हम या विरोधी दल के भाई बताते हैं वे आहिस्ता आहिस्ता दूर हो जाते हैं और हमारा रेलवे विभाग तमाम दुनिया के विभागों में एक सुन्दर विभाग समझा जाता है।

(*English translation of the above speech*)

Shri Radha Raman (Delhi City): Sir, I am grateful to you for the opportunity you have given me to speak here today. A few days ago, I had expressed a desire to place my views on the Railway Budget before the House. But there I got no opportunity and it is only today that it has come to me. For that I feel grateful to you.

Our country has been making rapid strides towards all-round progress for the last four to four and a half years. It is only the Railways wherein we have introduced nationalisation. The benefits we have derived from this nationalisation or the extent to which it shall enable us to hasten in increasing the facilities for passengers are matters that have been placed before the House by the hon. Minister on several occasions. The desirability of opening new lines in this country at the earliest occupies our thoughts. It is so because it is a first pre-requisite for any attempts towards the economic betterment of this country as a whole and the well-being of its 35 crores of inhabitants. An hon. friend has just told us that the population of this country has shot up to 35 crores and eighty lacs and that it is increasing every moment. If, therefore, we are to solve the problems that have been created as a result of an ever increasing population and have to take our country along the road of progress with speed, the first step, that should engage our attention, is to provide means of transport from one corner of the country to the other and the linking together of all these parts which are far-flung and where transport facilities are not available and

[Shri Radha Raman]

because of which so many of our countrymen cannot be provided with the ordinary amenities of life. With the construction of new lines a number of facilities can be made available to them.

You are aware, Sir, that the Railways are a source of revenue to the exchequer of this country. As such, an increase in the number of new lines and the spreading of Railway net-work in new places will, no doubt, add to the financial stability or to the assistance that we are already receiving from this department. Many hon. friends on the Opposition benches have referred to a number of Railway lines that were dismantled during the war and have asked for their early restoration. Some have voiced a demand for the construction of a Railway line in their respective constituencies. The Government, however, think it undesirable to open a line here or there and not to give priority to those places which are important and where opening of such lines can prove more beneficial to the public in general or where it is more important to link some regions to bigger areas. It is not possible. We should keep the interests of India as a whole before us and construct new lines, first of all, in those parts which can benefit the country as a whole. The hon. Minister two days back expressed his intention of constructing new lines every year as also of gradual restoration of those which were dismantled during war years on the assumption that things could work without them. Many of these lines have already been restored and he has given an assurance for the restoration of several others. I trust that the hon. Minister, who is always endeavouring for the good of the country, will give more and more attention to this matter and in particular will keep in view the desirability of giving priority to those parts where in the absence of any Railway lines much loss is occurring to the country as a whole. The construction of these lines will benefit the country much. The main task before us today is to pay more attention to those regions where the absence of a Railway line is causing much loss to the country as a whole.

I submit that compared to five years before the present position with regard to the working of the Railways is a source of much satisfaction to us. It is not very difficult to find fault even with what is held out as best. But whatever the case, everybody will have to concede that there has been much improvement in the administration of the Railways and that the improvement is being maintained and furthered as the time passes.

Time and again a demand is made here for the reduction of Railway fares and rates. Another demand has been voiced for providing more amenities to the lower class passengers. Speaking otherwise, the idea is quite commendable and no hon. Member will feel opposed to it. The point at issue, however, is what good will accrue to the country or the Government by conceding to these demands. My personal view is that a reduction in the Railway fares and rates will do us no good till a stage is reached when a Railway line has been constructed in each of the regions which are at present inaccessible by railways and from which a continuous demand is received for their construction. Otherwise I am one with others in their demand for a reduction in the fares and rates and I want that the lower class passengers of our country should enjoy more amenities than are afforded by any other country. I want a reduction in fares of upper classes also. Till a stage is reached when there is a network of Railway lines throughout the length and breadth of this country and adequate arrangements of transport exist in all parts, it is imperative not to think in terms of a reduction in the fares and rates. Should we do so, none but we stand to lose. Thereby we create a situation which does much harm also to the interests of the country as a whole. I, therefore, while conceding that the shortcomings pointed out by the Members of Opposition may have weight in them and may be that theirs are legitimate complaints which the hon. Minister should try to remove—and he has assured us that he will do his best—plead that we should not lose sight of the main objective before us namely spreading of a network of Railway lines whereby the means of transport may expand to an extent which may enable one to travel from one corner of the country to the other incurring only nominal expenses.

Next, I have to say a few things with reference to Delhi. Alongwith the objective of constructing new lines wherever possible and taking them to places where they do not exist at present, we should always bear in mind that Delhi is the Capital of our country where the absence of even a minor facility is bound to attract

everyone's attention. It is, therefore, very important that we take earliest steps to remove any such defect. I want to bring it to your notice that for some years past, there has been an abnormal increase in Delhi's population. The figure which was three lacs at one time, now stands at twenty lacs. It is increasing every day and none can say whether it will not exceed the population of Calcutta or Bombay. Under the circumstances, the programme in respect of Railway transport for this city should engage our attention. We should see what we can do towards meeting the requirements of a city with a population of twenty lacs. So far as I am aware, sometime back a proposal was made to lay a circular railway track around the city which might cater to the transport needs of the refugee townships and those places where people have settled down for want of sufficient houses in the city. Ever since the announcement, we have been eagerly awaiting the construction of that circular railway line around the capital whereby all persons living in refugee townships, villages and the city suburbs will have the facility to reach the city with ease. You are aware that Delhi citizens are undergoing much inconvenience in the matter of transport. Delhi Transport Service has solved the problem only to a very limited extent. Efforts are no doubt being made to widen the scope of relief offered by that Service and introduce changes in the management whereby the common man may stand to benefit more. I am, nevertheless, convinced that you will not be able to meet the requirements by means of buses alone. The problem will remain unsolved till the proposed circular Railway line around Delhi is constructed. I request the hon. Minister to giye this matter his attention and place this scheme on a top priority footing in the budgetary provisions. The construction of a circular Railway line around Delhi will remove all hardships experienced for lack of proper transport facilities in the city.

There are a few more points which I want to bring to the notice of the hon. Minister. They too concern the construction of new lines. I have just stated that at one time this city was designed to inhabit only three to four lacs of persons which figure stands at 20 lacs at present. There is a continuous increase in the population. If you ever chance to visit the Kishenganj area, you will find all traffic blocked—sometimes it continues to remain so for more than fifteen minutes and even upto half an hour—at a number of small bridges or level crossings. Pedestrians, bus-passengers or persons using other modes of vehicles are made to wait while the engines are continuously busy in shunting operations and trains continue to pass. In this capital city where population has increased so much, it is very necessary that all these small bridges and entrances are converted into overbridges thereby diverting all traffic to such overbridges.

I have to say that the Railway Ministry has been addressed a number of times on the subject of the overbridge linking Kashmere Gate area with the city area. It is important that the hon. Minister gives this matter his personal attention. As many as ten or twelve engines are so often found stationed under this overbridge giving out clouds of smoke. This smoke injures the people's health very severely. We have addressed many communications to the Ministry on this subject. I think we can bring about considerable improvement in the Capital by attending to such minor details which not only do not entail much expenditure but will help in removing the general complaints heard so often.

Apart from this, there are one or two more such level-crossing. One such level-crossing is on the way to Okhla. The existence of such level-crossings may have been justified in times when traffic was not very heavy. But with a considerable increase in the capital population attention to such ordinary things has become a necessity and I trust the hon. Minister will be able to devote some time to these things.

With these words, I extend my full support to this Demand. Looking at the way the hon. Minister is conducting this Department and keeping in view the assurances he has given us, I feel reassured that an improvement in the overall working of the Railways shall become feasible and that the defects pointed out either by us or by the hon. friends in the Opposition will be removed gradually and ultimately our Railways will become one of the most efficiently run in the world.

Shri L. B. Shastri: Several proposals for new railway lines and new projects have been put forward by

[Shri L. B. Shastri]

various hon. Members. I cannot say as to what can be done in regard to each and every proposal. But we are certainly prepared to examine them. However, I must make it clear that that should not unnecessarily raise the hopes of the hon. Members. I hope hon. Members realise that our ways and means position is limited. I would like to tell the House that the estimated cost of all lines approved by the Central Board of Transport amounted to more than Rs. 70 crores, and an overall review of all new constructions so far approved was made by them in their meeting in March 1952.

The cost of the lines to be taken up for construction during 1952-53, 1953-54 and 1954-55 will come to about 23 crores. Therefore, it will not be easy for the Railways to take up new lines and spend more unless our ways and means position permits it. But I can well realise the anxiety of various Members who have put forward their suggestions. It is only natural that they should demand construction of new lines in their constituencies and in their districts and States. Regarding Orissa and the development of railway lines there, two Members have spoken from this side as well as that side. One of the Members from Assam also spoke yesterday about development of railway lines in Assam. Just now I have received a suggestion from Shri Shiva Rao and Shri Malliah for the construction of a railway line between Mangalore and Hassan. I have received other proposals also: I need not go into them. But as I have said just now, I shall get them examined and see if we can invest more money in the construction of railway lines.

I would like to make one point clear. One of the Members of the Opposition said that we had provided only 47 lakhs for the construction of new lines. Perhaps he made a mistake in reading the supplementary Explanatory Memorandum. The provision made is not 47 lakhs but 4·76 crores. Instead of 4·76 crores, he perhaps took it to be 47 lakhs. These 4·76 crores are provided for the construction of new lines and restoration of dismantled lines. Of these 361·47 lakhs are for new lines and the balance, *i.e.*, 114·07 lakhs, for restoration of dismantled lines. Besides this, as I have said it is not possible for me to give any assurance, but I shall take every pain to personally look into the suggestions and proposals put forward here and sent to me by various other Members.

If you permit me I will say a few words about the Gorakhpur incident. That incident has really been very unfortunate. Many of us never thought that the situation would take a serious turn. But when one goes into the reasons which led to this strike, one simply feels bewildered. It saddens my heart to realise that the agitation which led to picketing and strike started on such a trivial matter. There were some clerks who were to appear before the Railway Services Commission, and the House will be interested to know that out of 371 clerks, 277 were willing, and in fact had written to the Commission, to appear before them. Only a few were opposed to that. But perhaps in the name of unity and solidarity they were compelled to adopt a particular attitude. Crowds of workers went on from one place to another exhorting workers to go on strike. This continued for about three days. On the last day they met the Traffic Manager and the General Manager. The General Manager, as was said by hon. Members from Gorakhpur met a few representatives and asked them to approach him through the proper union because the general practice was that the recognised unions approached him and discussed and spoke on behalf of the workers. Well, the workers did not listen to this advice and continued demonstrating in front of his room. They were asked to disperse. They did not move; they refused to do so. Slogans were raised and perhaps violent speeches also continued. It was then that the General Manager requested the District Magistrate to take charge of the situation. As regards the further action taken by the District Magistrate, I need not go into it as the hon. the Home Minister has already dealt with it before in this House. But the complaint made from the other side that the workers were ill-treated by the General Manager is hardly correct. I have made inquiries through official and non-official sources and I can say with some confidence that the attitude of the General Manager was not wrong in any way.

An Hon. Member: Not wrong?

Shri L. B. Shastri: In fact the crowd psychology was working with the workers present there at a very high

pitch, and by the strength of number they wanted to have their own way, General Manager or no General Manager. Permit me to say Sir, that the attitude of the workers at that particular moment was far from reasonable. If the facts are dispassionately considered, I think every reasonable person will agree that the strike was wholly uncalled for. And perhaps that is the opinion of most of the office-bearers of the various unions too. The fear that a few clerks might not be selected could not and should not be considered sufficient reason to provoke the clerks to boycott the Commission and not to appear before it. I personally feel that it was nothing short of coercion, if I may say so, to prevent 277 clerks out of 371 who wanted to appear before the Commission from doing so.

It has been said that no *post mortem* took place. As there was absolutely no doubt that the persons died of gun shot wounds, no *post mortem* took place. It was also said that they were not X-rayed as the X-ray was not working. Well, I may tell the House that X-ray was also not considered necessary by the Doctors.

Shri Nambiar: He is already dead. So no X-ray was necessary.

Shri L. B. Shastri: The wounds clearly indicated that no bullet was inside the body. It is wrong to say that the X-ray was not working. (*Interruption*). Well, I have made it clear that the wounds were clear. The bullet pierced one portion of the body and went out through the back portion. So it was very clear and therefore, the doctors did not consider it necessary to X-ray. I can say that every care was taken of the wounded and proper treatment given in the short poriod they were alive. I am glad no judicial inquiry has been demanded today. After all, a judicial inquiry for what? I mean to say, if it is to inquire and decide as to who misbehaved, the General Manager or the workers, it will be nothing but a farce if a judicial inquiry is conducted.

Of course, the question of compensation rests with the State Government. I mean the Uttar Pradesh Government. One of the hon. Members from Gorakhpur has suggested that the workers should be paid their wages during the period of the strike. But according to the terms of the Negotiating Committee which brought the strike to an end, the first condition accepted by them is that no pay will be given for the days the men were on strike.

Shri Sinhasan Singh: On a point of order, Sir. It was agreed that their pay would be recommended to the Board for consideration. They said that they could not themselves pay, but they would recommend, and perhaps they have recommended also, to the Railway Board for consideration payment during the period of the strike.

Shri Nambiar: That was the situation.

Shri L. B. Shastri: The terms of the negotiating committee are before me. I shall read out the conditions. After discussion the following terms for termination of the strike were agreed upon between the General Manager, the Negotiating Committee and the District Magistrate. The first condition is:

> "There would be no victimization by the railway of the strikers but no pay would be given for the days the men were on strike."

So it is quite clear. I need not say anything further. As regards what the hon. Member said just now that they have written to the Railway Board for further consideration of this matter, well I have no knowledge about that. Anyhow if any such suggestion comes from the General Manager, we may consider it. But we have received no information in that regard so far.

But as regards the suggestion that was made by some hon. Member that the sons of the persons who died should be given some employment in order to help their families, well, it is difficult to say off-hand anything but I have my full sympathies with them and I shall certainly see that they are provided with some job somewhere.

Shri Nambiar: What about compensation, Sir?

Shri L. B. Shastri: I have already said that that entirely rests with the State Government.

Mr. Deputy-Speaker: Now I place the cut motions before the House first; then Demand No. 15 and then the other Demands. The question is:

> "That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced to Re. 1."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

> "That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Now Demand No. 15. The question is:

"That a sum not exceeding Rs. 31,83,000 be granted to the President out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Construction of New Lines—Capital and Depreciation Fund'."

The motion was adopted.

Mr. Deputy-Speaker: Now I shall apply guillotine with respect to all the other Demands. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper except in the case of Demands Nos. 1, 4, 9A & 15 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of the corresponding heads of demands entered in the second column thereof:"

The motion was adopted.

[*As directed by Mr. Deputy-Speaker the motions for demands for grants which were adopted by the House are reproduced below*—Ed. of P. P.]

DEMAND No. 2—AUDIT

"That a sum not exceeding Rs. 23,27,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Audit'."

DEMAND No. 3—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 47,50,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 42,16,06,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 27,38,37,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Operating Staff'."

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL).

"That a sum not exceeding Rs. 9,59,58,00 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

"That a sum not exceeding Rs. 9,59,58,00 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 11,94,07,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10—PAYMENTS TO INDIAN STATES AND COMPANIES

"That a sum not exceeding Rs. 27,08,000 be granted to the President, out of the Consolidated

Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Payments to Indian States and Companies'."

DEMAND NO. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 30,00,00,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 12A—OPEN LINE WORKS—(REVENUE)—LABOUR WELFARE

"That a sum not exceeding Rs. 94,14,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Open Line Works—(Revenue)—Labour Welfare'."

DEMAND NO. 12B—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE

"That a sum not exceeding Rs. 2,80,92,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'."

DEMAND NO. 13—APPROPRIATION TO DEVELOPMENT FUND

"That a sum not exceeding Rs. 12,00,00,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Appropriation to Development Fund'."

DEMAND NO. 14—APPROPRIATION TO REVENUE RESERVE FUND

"That a sum not exceeding Rs. 11,47,07,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Appropriation to Revenue Reserve Fund'."

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

"That a sum not exceeding Rs. 9,01,16,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Open Line Works—Additions'."

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS

"That a sum not exceeding Rs. 34,04,99,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Open Line Works—Replacements'."

DEMAND NO. 18—OPEN LINE WORKS—DEVELOPMENT FUND

"That a sum not exceeding Rs. 7,24,61,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Open Line Works—Development Fund'."

DEMAND NO. 19—CAPITAL OUTLAY ON VIZAGAPATAM PORT

"That a sum not exceeding Rs. 11,88,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Capital Outlay on Vizagapatam Port'."

DEMAND NO. 20—DIVIDEND PAYABLE TO GENERAL REVENUES

"That a sum not exceeding Rs. 34,00,16,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Dividend Payable to General Revenues'."

The House then adjourned till a Quarter Past Eight of the Clock on Tuesday, the 10th June, 1952.